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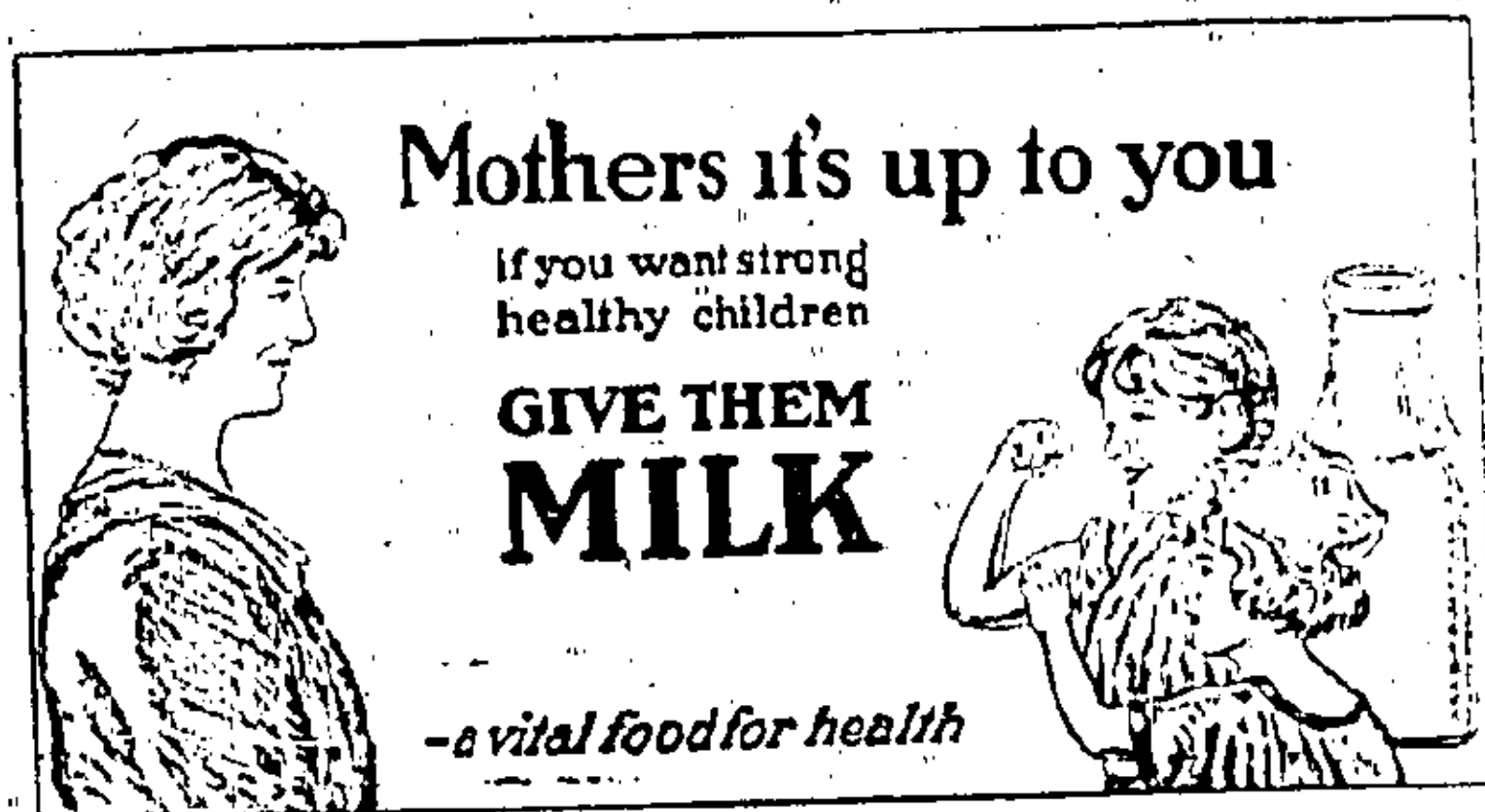
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SCOTTISH LETTER.

SIR ROBERT HORNE'S OPTIMISM.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, May 2nd.

The address of a Lord Rector of a Scottish University is always of interest, and not seldom of importance. That delivered by Sir Robert Horne to his constituents, the students of Aberdeen University, was no exception to the rule. It opened with some of the great advice which Lord Rectors always feel bound to offer to their youthful audience, and one passage from this part of it may be underlined. "Let them in all their studies," he said, "study also their fellow-men. Youth is apt to be contemptuous and imperious, but with a view to understanding the other man's point of view. Youth is apt to be contemptuous and imperious, but with a view to understanding the other man's point of view. Youth is apt to be contemptuous and imperious, but with a view to understanding the other man's point of view."

The most widely interesting part of the Rectorial dealt with international affairs. We are told that we can learn from the past, and Sir Robert Horne gave countenance to the theory that history repeats itself, but somehow the parallelism never seems to be complete that we can profit by the experience of our forefathers to the extent of making our own problems easy. If in truth there is no parallel between the situation in 1871 and the position of affairs now—and that was the conclusion to which Sir Robert Horne finally came—still less is there a parallel between the situation after or during the Peloponnesian War, or the campaigns of Caesar, and the position created by the Great War. We are the inheritors of the ages, and deriving from the past; but in the end the problem has to be thought out on new lines, for the differences are not accidental and transient, rather permanent and immutable. The human factor, in one sense the most stable of all, is actually the most baffling. The British Government and the British people know, or think they know, how the reparations problem can and should be solved. But British psychology is not French psychology, nor yet German, and with the British these proved to be a demonstration as to whether, neither France or Germany, accepts the conclusion. "What is to be done?" Argument is useless; the appeal to history is vain; force is out of the question. But Sir Robert Horne does not despair. He is confident that a way "can and will be found, so soon as the minds of men are attained more to co-operation than to strife." The material difficulties are enormous; but the problem is reduced in the end, as most, if not all of our difficult problems are, to a question of the spirit. So far as material progress is concerned, Sir Robert Horne has full faith in the inventive capacity of the race. He takes comfort in the thought that the world has always produced the remedies which the conditions require, and he gave as his parting word to his student audience the message that "upon no fairer sea can the Argosy of Youth set sail" than the seas of discovery and invention which open out to "the imaginative and discerning mind."

ABERDEEN'S TROUBLES WITH GERMANY.

Aberdeen has been exposed in a singularly unfortunate manner to the effects of foreign competition and of the dislocation of the European exchanges. Her staple commodities are fish and granite, articles which, though presenting a striking complementary contrast in most respects, share the same inappropriately north-eastern quality of frigidity. Both are, for the recipient, exceedingly unpleasant when used as missiles; and as if it were not enough for Aberdeen to have her own special bar, vest of the deep heaved back at her by foreigners, she has now to endure a lion's burden of German granite. Whether the most of the granite that is being shipped by German consignors to British ports is from German quarries, or has been brought originally from Finland, is not very clear, but at all events it is being manufactured and sold by Germans. It is even stated that a large number of war memorials in this country, some of them in Aberdeen, shire itself, are made of granite quarried or hewn in Germany. As to the exports for other purposes, however, they must be regarded as, under present conditions, one of the inevitable and very unfortunate results of the depreciation of German currency, which not only forces Germany to dispose, at throw-away prices, of anything and everything saleable, but also intensifies the process by making it profitable for the consignee. The addition of schedule after schedule to the catalogue of Industries Act may afford temporary protection to this or that group of industries, but it is only patching up a leak after all. The only way to mend it, as Aberdeenshire is shrewd enough to realise, is to restore normal conditions of trade, on the Continent. Germany will continue to be a nuisance to us, as a seller of bankrupt stock, until a proper composition is made with her and she is able to resume her activities as a purchaser.

SCOTS IN RUSSIA.

One of these days we may be hearing that Lenin, the head of Soviet Russia, is, after all, a Scot. It is not improbable that some genealogist will oblige by tracing the chief's genealogy back to some Highland clan or other. Regarded as "McLennan," the clan of the Bolshevik is not far removed, practically at least, from the good Scots name of McLennan. At any rate, a fair number of Scots seem to be still in Russia under the Soviet regime, and, as usual with Scots abroad, doing very well. This revelation is made by Lieutenant Commander Kenworthy, M.P., who, speaking on his tour of Russia, mentioned that he met quite a number of Scotsmen there. "The first British man I saw in Russia was a Scot. Another was head of a Foreign Press Association; a third was chief cashier of a State bank; and even the leader of the British Soviet Party was from north of the Tweed."

P. AND O. LINES.

Messrs. Harland and Wolff, have received from the Peninsular and Oriental Steam Navigation Company orders for three passenger liners for their Indian and Australian Services. Of the vessels two will each be 570ft. in length, and the third will be 600ft. It has been arranged that all three will be built in the firm's Greenock yard. This contract is the largest of a mercantile shipbuilding character which has been placed with one firm since before the war.

(Continued at foot of next column.)

LIFE IN ARABIA.

MRS. ROSITA FORBES'S TRAVELS.

An entrancing story of adventure was told by Mrs. Rosita Forbes to an appreciative audience at Wigmore Hall on May 1st, when she gave an account of her recent travels in Arabia. For two months Mrs. Forbes journeyed in Asia and North Yemen, and during that time she gathered a great deal of interesting information concerning a country which had not been explored for some eighty years. Travelling as an Egyptian woman, she embarked from Port Sudan in a little boat 20ft. long, 15ft. wide and about 4ft. deep, accompanied only by eight natives, and scarcely had the crossing of the Red Sea begun before she met with adventures which might well have daunted a woman less hardened to the excitement of travel. Landing on an island to await the passing of a gale, Mrs. Forbes pitched her tent on a sandy beach covered with small holes. "I awoke," she says, "with the thought that I was living in one of those frightful nightmarish worlds in which everything is moving, for the whole island had suddenly turned yellow and was moving about. Out of every single hole had come dozens of pink and yellow crabs. After three days of this sort of thing the voyage was resumed, but the next night a storm blew the little craft on to a reef and tore a hole in its side. With continuous bailing, the travellers managed to reach Zejran, their destination, after fourteen days, by which time they had almost run out of provisions, which had been stocked for a six or seven day trip."

Once in the country, Mrs. Forbes and her party were, on the whole, hospitably received, and she had many amusing tales to tell of her experiences. All luxuries, she pointed out, are forbidden, and she was innocently led to offend by offering the Emir a gold watch as a present. The watch had to be thrown out of the window, and the Emir himself had to be purified before the conversation could continue. "I think he forgave me," said Mrs. Forbes, "for he gave me a box of pearls in exchange." On occasions the hospitality of the natives was so great as to become embarrassing. "During our first night in the country we were given what they called a small meal. It consisted of two deep eveded whole, and stuffed with little birds and eggs and all sorts of spices, all sorts of vegetable messes stewed with rice, and five cups of green tea, each one with a different scent in it." On the second day the Emir sent for the visitors, and after an interview lasting from six in the evening to two in the morning he said to Mrs. Forbes, "I am glad to have had this little talk with you. The Emir apparently is a modern person, and possesses a fleet of four motor cars. But when we were in a hurry," said Mrs. Forbes, "we used to go on donkeys. When time was of no account we went in state in the car, which usually went fifteen miles a day with twenty-seven breakdowns." Provided with a bodyguard by the Emir, Mrs. Forbes and her party later penetrated the interior of the country, and it was not long before they were again in the midst of unpleasant adventures. Mrs. Forbes cheerfully described one of these incidents as amusing. She found herself expected to sleep with a number of women in a badly overcrowded hut, but, objecting to the surroundings, she picked up her blanket and walked out into the moonlight. "A very sweet scent was coming from a little hut opposite, so I looked in, and there was an old woman asleep in the corner. I went to sleep in the other corner, and next morning I found it was a corpse prepared for burial with the death herbs."

The cost of living in this part of Arabia was found to be very low. A camel costs but £4, a sheep 1s., a donkey £2, 12lb. wheat 12s. 4d. Eggs and bananas are practically given away. When North Yemen came to be visited, Mrs. Forbes changed her Egyptian garb for the peasant dress of the country, and after the ascetic and fanatical inhabitants of Asia she found the people of Yemen a race of blasphemers, easy-going and free of their neighbours. Her adventures amongst them were less terrifying, but on one occasion she witnessed a riot in which two merchants were accused of what in this country would be called profiteering. One of them went into the crowd and was never seen again. There were only bits of him, said Mrs. Forbes. Later she watched from a short distance a battle between two tribes, and was greatly amused at its progress. "The raiding party fired a volley into the village, and waited until the defenders fired back. No one was hurt, but the raiding party apparently won, because they took away all the women's jewellery and about eighty cattle."

DR. MILLIGAN'S NEW HONOUR.

Membership of the Athenaeum Club has been conferred upon the Rev. Professor Milligan, D.C., H.C., Moderator-Designate of the Church of Scotland. Somnolence and shyness are said to be the leading characteristics of the clubmen, but when Dr. Milligan crosses the threshold of the Athenaeum he will perhaps come to be known as "the member for the Clyde." There are more and brighter pebbles on the shores of that river than are to be found at Westminster.

CAPTAIN OF THE ROYAL AND ANCIENT.

Sir Alexander Spratt, Bart., of Strathgibbie, is nominated for the Captaincy of the Royal and Ancient Golf Club of St. Andrews in succession to the Prince of Wales. Sir Alexander is better known to the general public as a politician than as a golfer, and his victory over Mr. Asquith was one of the big events of the post-war election. Apart from politics, Sir Alexander is well known as a country man; and has been a member of the R. and A. for over 30 years.

CONAN DOYLE'S GHOSTS.

There is an old Scots "buddie" whose views on spiritualism are not without point. She was being told of Sir Conan Doyle's photographic experiments, and of the results achieved. She listened attentively, and finally shook her head and exclaimed—"Na, na, na. I'm no ready to believe in the dead comin' back to this world. Them that's dead will all want to come back, an' them that's all will no win back."

A GOLF STORY.

At a West Lothian Golf Club smoker one story told was about a "gowfer" playing in a mixed foursome competition who, when asked what his handicap was, pointed over his shoulder and whispered "She's comin' on ahint!"

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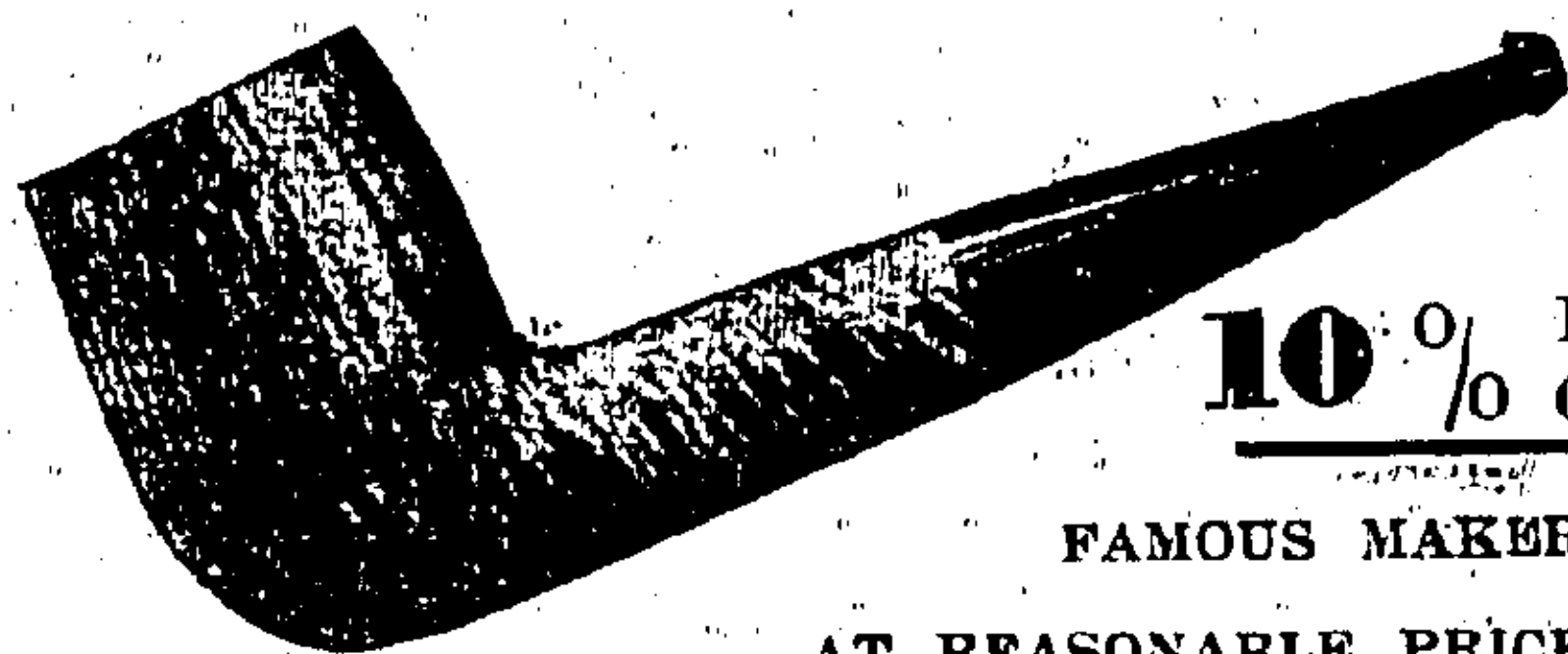
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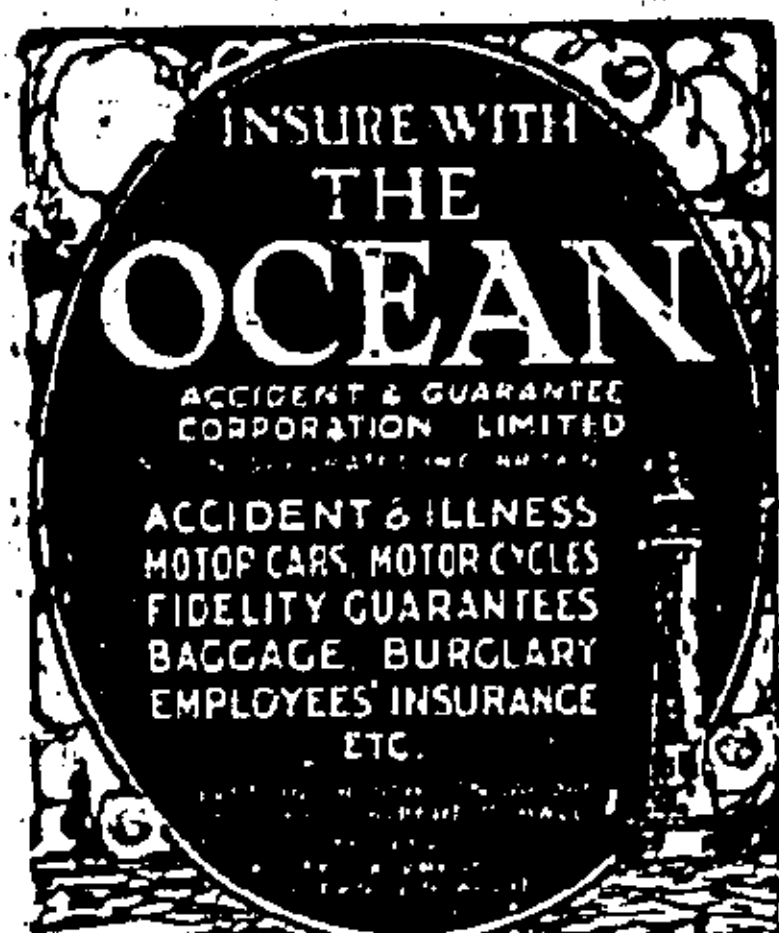
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Cardiff City	42	18	7	17 43
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Preston	42	13	11	18 37
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Swansea	42	22	9	11 53
Plymouth	41	22	7	12 51
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Brighton	41	19	11	11 49
Portsmouth	42	19	8	15 46
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Millwall	41	14	17	11 45
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Walsall	41	19	7	11 45
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Wigan	42	17	9	11 42
Crowe	42	17	8	12 42
Halifax	42	17	17	14 41
Accrington	42	15	7	14 41
Darlington	42	15	10	13 40
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Rochdale	42	13	10	15 36
Wrexham	42	13	10	15 36
Grimby	42	14	5	19 33
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Hartlepool	42	10	11	16 31
Barrow	42	13	4	21 30
Ashington	42	11	8	19 30
Durham	42	9	10	19 28

EMPIRE'S RESOURCES

SUBJECTS FOR THE IMPERIAL
ECONOMIC CONFERENCE.The following communiqué was issued by
the Colonial Office last month:—The preliminary arrangements for the
Imperial Economic Conference, which is to
be held in London in October next, are
now so far advanced that it is possible to
indicate broadly the constitution of the
Conference and the scope of its programme.
It is expected that the United Kingdom,
the self-governing Dominions and India
will be represented, the delegates of each
Government being accompanied by the
necessary expert advisers. It is also con-
templated that the Conference will include
representation of the Colonies and
Protectorates.The general business of the Conference
will be to study the possibilities of co-opera-
tion in the development of the resources of
the Empire and the strengthening of
economic relations between its constituent
parts. This will necessarily involve con-
sideration of—1. Ways and means for the fuller develop-
ment of the natural resources of the
Dominions and the Colonies.2. Inter-Imperial commerce. Shipping and
communications generally.3. Co-ordinated action for the improve-
ment of technical research.4. The organisation of economic intelli-
gence.5. The unification of law or practice in
the Empire in certain matters affecting
trade development.Not the least important aspect of develop-
ment for some of the Governments concerned
is overseas settlement, and the progress of co-
operation in this respect on the lines laid
down in the resolution on the subject passed
by the Imperial Conference of 1921, as well
as the possibilities of further progress will
naturally come under review. The work of
the various bodies which have already been
established on an inter-Imperial basis for the
purpose of economic co-operation would also
be considered, and in all probability certain
aspects of the external commercial relations
of the Empire will be included in the general
survey of the Conference.These include, for example, the question of
mutual co-operation amongst the various
Governments to safeguard their economic in-
terests in relation to foreign countries. Propo-
sals for promoting international arrange-
ments for the more equitable treatment of
commerce, and the position of Government
enterprises as regards taxation and legal
policy.

THE NOVEL OF TO-DAY.

THE SECRET OF DICKENS.

"The Trend of the Modern Novel" was
the subject of an address to "To-day"
Literary Society on April 28th at Caxton
Hall by Mrs. Beatrice Kean Seymour,
novelist. Mr. Eugene Mason was in the
chair.The Lecturer said that what was wrong
about the fiction of the age was that we
had nearly lost the art of telling a good
story. When we finished a work by
Dickens, Thackeray, or the Brontës, the
characters lived on in our memory, but it
was not so with the modern novel.
Dickens was a master of characterisation
and it was one of the secrets of his
immortality as a writer of fiction, coupled
with the purpose he had in mind for each
work.It was a great pity to witness clever
writers devoting their attention to works
which contained little but the sexual side
of life, and the real reading public were
getting tired of the purely psychological
novel. A class of work which had met with
some success was the novel devoid of a main
plot, which was slightly too clever in those days,
and that cleverness found an outlet, from the
novelist's point of view, in his putting into
the mouths of his characters long and most
unlikely orations on his or her pet theme, to
illustrate certain doctrines, mostly at the ex-
pense of utterly ruining the character as a
personality.Formerly, said Mrs. Seymour, novels ended
in church; now they began in church, and
ended in the divorce court.The Cabinet administering the Govern-
ment of the Commonwealth of Australia is
wholly composed of men who were born in
Australia. This administration, the Bruce-
Page Ministry, came into power in February
1923.

HONGKONG SHARE MARKET

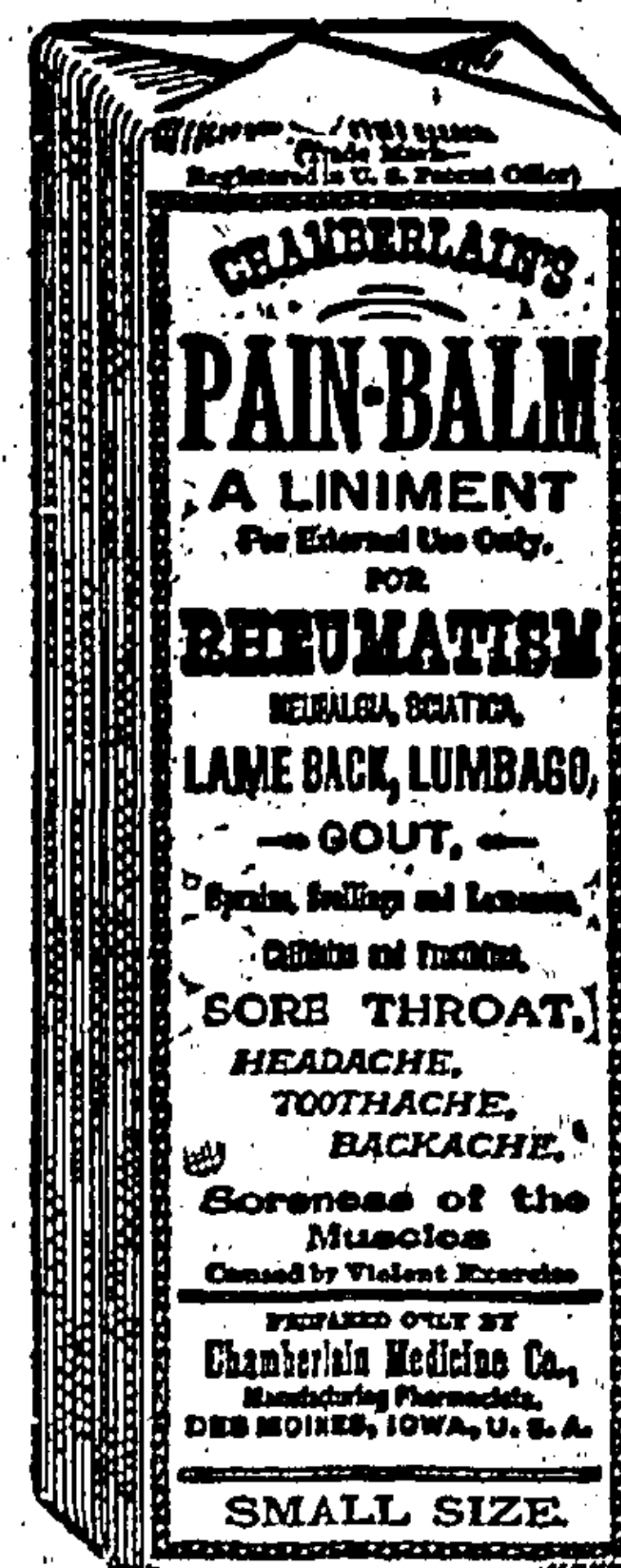
CLOSING QUOTATIONS.

June 4, 1923.	
Hongkong and Shanghai Banks	\$1,050,600
Union Insurance	\$ 22 1/2
Hongkong Fire Insurance	\$ 4 5/8
Steamboats	\$ 41 1/2
"Star" Ferries	\$ 45 1/2
Whampoa Dock	\$ 15 1/2
Hongkong Land	\$ 37 1/2
Hongkong Hotels	\$ 26 3/4
Ewo Cotton Mills	Ts. 14 1/2
Shanghai Cottons	Ts. 16 1/2
Oriental	Ts. 6 1/2
Cement	\$ 28 20
Watsons	\$ 18 1/2
Hongkong Electric	\$ 30 1/2
China Lights	\$ 14 1/2
Hongkong Tramways	\$ 23 1/2
Peak Tramways	\$ 11 1/2
b—buyers; s—sellers; a—sales.	

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By CuticuraBathe with Cuticura Soap to cleanse
and purify the pores. If signs of
pimples, redness or roughness are
present smear gently with Cuticura
Ointment before bathing. Finally
dust on a few grains of the exqui-
sitionally perfumed Cuticura Talcum.

Bath in Talcum 12, 24, 36, 48, 60, 72, 84, 96, 108, 120, 132, 144, 156, 168, 180, 192, 204, 216, 228, 240, 252, 264, 276, 288, 300, 312, 324, 336, 348, 360, 372, 384, 396, 408, 420, 432, 444, 456, 468, 480, 492, 504, 516, 528, 540, 552, 564, 576, 588, 600, 612, 624, 636, 648, 660, 672, 684, 696, 708, 720, 732, 744, 756, 768, 780, 792, 804, 816, 828, 840, 852, 864, 876, 888, 900, 912, 924, 936, 948, 960, 972, 984, 996, 1000.

17-22

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BILLIE RHODES

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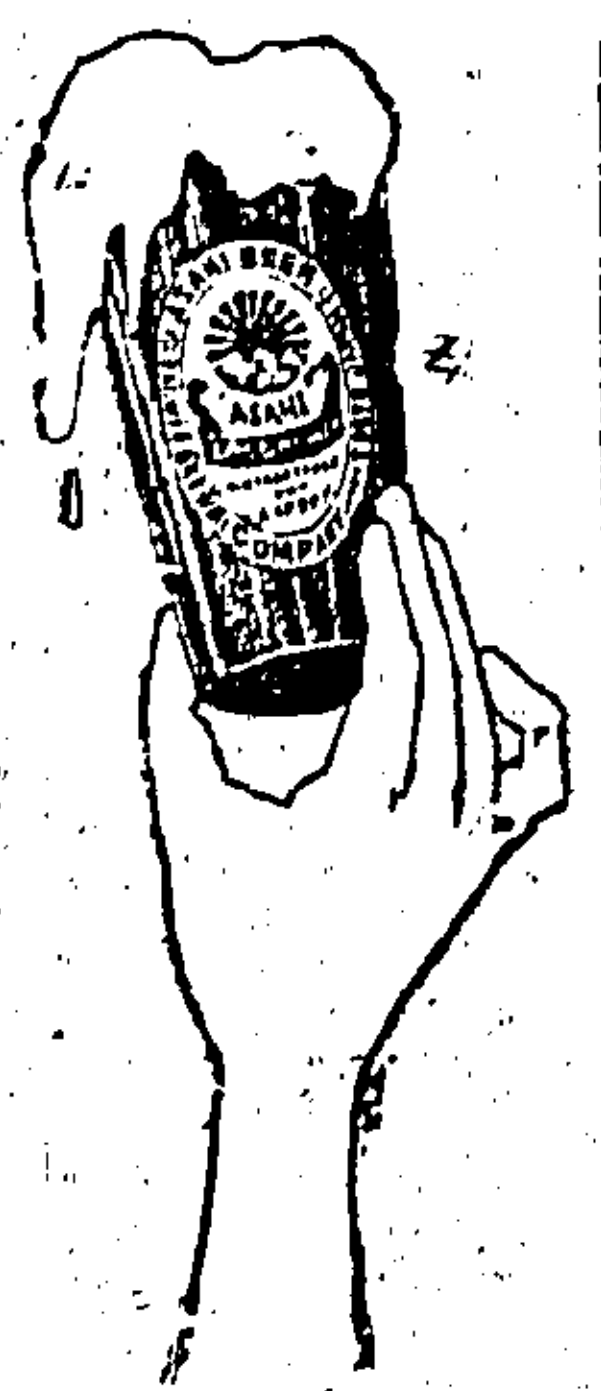
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CABLES.

[LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

PROHIBITION QUESTIONS.

ANOTHER KNOTTY PROBLEM FOR U.S. GOVERNMENT.

New York, June 3rd.

The "Wets" in Wisconsin and other States are planning to introduce similar action to that taken in New York State for repealing prohibition enforcement. Washington, admits that the Government is faced with a huge task by the withdrawal of the State enforcement officers. Bootleggers are reported to be active but there has been no noticeable increase in liquor arrests.

COURT'S DECISION TO BE STRICTLY ENFORCED.

Washington, June 3rd.

The Treasury has issued shipping and liquor regulations strictly in accordance with the Supreme Court's decision prohibiting the entry of liquor into territorial waters. The sole exemptions granted are in the case of liquor for medicinal and diplomatic purposes and for use on foreign warships. The Treasury states that requests made by foreign Powers for authorization lie by legislation in Congress.

A "REASONABLE QUANTITY" OF MEDICINAL LIQUOR.

New York, June 3rd.

Whilst some Treasury officials feel that Congress may find a way to circumventing the process from foreign nations, others are convinced that the barred zone with remain closed until the eighteenth amendment of the Constitution has been changed.

The Treasury regulations provide that penalties do not apply to vessels leaving foreign ports prior to June 10th and arriving in the United States after the ban has become operative. No limitation on medicinal liquor has been prescribed, and it is merely stated that a "reasonable quantity" may be retained.

POLITICAL SIGNIFICANCE OF GOVERNOR SMITH'S ACTION.

The Daily Telegraph's New York correspondent says that a telegram from Albany draws attention to the political aspect of Governor Smith's action in signing the Bill repealing the State law enforcing prohibition. The telegram says that Governor Smith proposes a new policy for prohibition enforcement, by which individual States will be permitted to define what may be designated as intoxicating liquor, so that some States may have light wine and beer, while others, if they so choose, may remain bone dry. This may be regarded as the platform on which Governor Smith will be likely to go to the National Convention as the Democratic presidential candidate. Not only New York, but other States are desirous of a modification of the Volstead Act.

PROFITABLE STEAMER DEAL

OWNERS REALISE HANDSOME PROFIT.

London, June 3rd.

It is alleged that a steamer which has just returned to Glasgow has been sold for £200,000 in America, the owners profiting to the tune of £125,000.

RUBBER OUTLOOK.

REDUCTION IN OUTPUT FORECASTED.

London, May 3rd.

At a meeting of the Rubber Plantations Investment Trust, Mr. H. I. Welch pointed out that the production of plantation rubber last year amounted to 345,000 tons, and of wild rubber to 25,000 tons, while the world's absorption was estimated at 375,000 tons, of which America accounted for 75 per cent.

Absorption for the current year was estimated at 400,000 tons, while production was likely to be reduced to 335,000 tons of plantation rubber and 25,000 tons of wild rubber.

GERMAN DYESTUFFS SEIZED

FRENCH PRESS JUBILANT.

Paris, June 3rd.

The French Press is jubilant at the French seizure of dyestuffs at Biebrich, Hoechst and Ludwigshafen works. The seizure is valued at 200,000,000 francs, and it is claimed that this is a larger quantity than Germany was supposed to deliver under the Treaty. It is emphasised that Germany had completely stopped deliveries of dyestuffs for four months, and thus had accumulated considerable stocks.

It is asserted that the seizure was made in the presence of the British and Italian delegates on the Reparations Commission, who were requested to indicate the quantities destined for their countries, which were immediately earmarked.

FRANCO-AMERICAN FRIENDSHIP.

MONUMENT UNVEILED AT CHAUMONT.

Chaumont, June 3rd.

President Millerand has unveiled a monument to Franco-American friendship at Chaumont, General Pershing's headquarters from 1917 to 1919. The unveiling took place in the presence of a notable gathering, including Premier Poincaré, Ambassador Herrick, Marshal Joffre, Marshal Petain and representatives of the Allied monarchs.

THE DERBY FAVOURITE.

TOWNGUARD'S CONDITION CONSIDERED SERIOUS.

London, June 3rd.

The Daily Telegraph sporting writer "Hotsour" writing late last night, says that the case of Town Guard is more serious than was previously supposed. This is probably consequent on the work to which the colt was subjected yesterday morning. The seat of the mischief lies in the shoulder.

TOWNGUARD AND KNOCKKANDY FIT AND WELL.

Later.

The Derby favourite, Townguard and his stable companion Knockkandy were placed in boxes this morning for the journey to Epsom. Both horses looked fit and well.

REPARATIONS DISCUSSIONS.

MR. BALDWIN INTERVIEWED BY PARIS NEWSPAPERS.

Paris, June 3rd.

Interviewed by a representative of the *Petit Parisien*, Mr. Baldwin said he hoped shortly to have conversations with his French colleagues on the subject of reparations. Mr. Baldwin said he felt certain that a settlement could be finally reached, guaranteeing the future of European peace.

EARLIER CABLES.

BETTER PROSPECTS FOR A SETTLEMENT.

London, June 3rd.

There is keen expectation of Germany's new reparations offer being delivered this week. The industrial magnates have formally offered the German Government a proportion of their assets as a guarantee for the payments to the Allies. The offer is accompanied by conditions, including private management of the railways and other State services, the abolition of foreign trade control, and an eight-hour day, which has evoked strong opposition from the Socialists, who demand that the guarantees take the form of more adequate taxation of the rich. The Socialists have warned the Cabinet of the danger of offering too little, and the necessity for making a more serious effort to come to terms.

Meanwhile there are indications of change of atmosphere in France and Belgium. The latter now favour a joint Belgo-French and Anglo-Italian answer to the next German offer. If France agrees to this proposal at the forthcoming conference of the French and Belgian Premiers, it is the British Government's opportunity to intervene more effectively with a view to a general Allied and German agreement. Mr. Baldwin, as his speech accepting the Conservative leadership indicated, has put a European settlement in the very forefront of his policy, and according to the *Observer's* diplomatic correspondent he has been taking a determined line recently in the direction of persuading the French to take a more reasonable view of Germany's capacity to pay.

FAR EASTERN CABLE NEWS

[THROUGH REUTER'S AGENCY.]

CONSORTIUM MEETING.

NO LOANS TO CHINA AT PRESENT.

London, June 3rd.

The Daily Telegraph's diplomatic correspondent, referring to the Consortium meeting at Paris, states that it recommended that no further loans be granted to China until the increase in China customs duty, as stipulated by the Washington Treaty have been duly carried out.

A proposal had been mooted for a temporary advance of £3,000,000 to enable Peking to cope with the present difficulties, but apparently it was considered that this should be made conditional on a satisfactory footing by the "normalisation" of hitherto privately unsecured Chinese bonds. This would be a complicated task.

The correspondent mentions that Italy was recently sounded on the possibility of joining the Consortium, but she hesitates to provide the necessary large amounts.

OPIUM SUPPRESSION.

CHINESE DELEGATE SUPPORTS AMERICAN PROPOSALS.

London, June 3rd.

Speaking at Geneva at a meeting of the Opium Committee, on June 1st, Mr. Chao Hsin Chu, in dealing with the American proposals said that the amount of opium manufactured at present greatly exceeded legitimate requirements; therefore, it was necessary to find a means to limit production, in order to prevent the surplus finding a way into illicit channels. He said that he did not think the American proposals exceeded the terms of the Opium Convention. The interpretation of the word "legitimate" as medicinal and scientific was most reasonable and should be accepted. Evidently the interpretation implied that opium smoking was illegitimate in some Far Eastern countries, but the convention allowed smoking to continue temporarily, inasmuch as it only provided for gradual suppression. He, therefore, recommended the committee to adopt the principles of the American proposals, as a basis on which effective international co-operation might be secured.

JAPAN AND RUSSIA.

THE QUESTION OF TRADE RELATIONS.

Tokyo, June 4th.

Soviet Russia must accept the conditions laid down by the Japanese Government, as a preliminary to opening the negotiations looking for a possible restoration of relations. This attitude of the Cabinet will be conveyed to M. Joffe (Soviet Representative) after a meeting to be held on June 5th; simultaneously Japan's minimum conditions, well informed persons state, include extraordinary concessions.

One of the most influential Privy Counsellors, when interviewed by Reuters, said the Government was undoubtedly seeking an opening for the resumption of trade relations, but would not move without the fullest consultation with America and Great Britain. The councillor pointed out that the Japanese position was different from all others, because of the proximity of two vast countries which were at present in a state of stagnation, while Japan must extend her trade with her neighbours in order to find means of expansion, and to stem the flowing tide of insidious propaganda which was slowly affecting the nation.

BANDITS ACTIVE AT LAOSHAN.

CHIEF OF POLICE ADOPTS STERN MEASURES.

Peking, June 4th.

It is reported from Tsingtao that the bandits are active in the vicinity of Laoshan. The Chief of police has been energetic, from two to ten executions occurring daily.

It is understood that the police authorities have warned the foreign authorities of the dangers of parties of tourists going out to Laoshan. The foreign authorities have replied, urging that the district should be cleared of bandits.

[THROUGH REUTER'S AGENCY.]

LINCHING OUTRAGES.

BANDITS JOINING THE ARMY.

Peking, May 4th.

It is reported from Tsaochung that the enrolment of bandits into the army is proceeding. Some of the bandits, however, do not desire to join the army, and accordingly they are departing and leaving their arms.

[BY COURTESY OF "THE DAILY BULLETIN."]

MASS MEETING AT SHANGHAI.

Shanghai, June 1st.

At a mass meeting held at Shanghai, Sir Skinner Turner, presiding, the following resolution was passed:

"That this meeting representative of the whole foreign community of Shanghai desires to place on record its profound horror at the outrage recently committed at Lincheng and at the increasing lawlessness and misrule, of which Lincheng was the culmination; and this meeting respectfully draws the attention of the Diplomatic Body at Peking to this public and united expression of feeling in the hope and with the intention that it may strengthen their Excellencies' hands in making such representations to their respective Governments as they may deem necessary to secure the release of the captives who are now in law-did hands, and bring the Central and Provincial Authorities to a lasting sense of their responsibility for the restoration and order, an observance of treaty rights and the welfare of the great and friendly Chinese people."

The resolution was proposed by Sir Edward Pearce, and seconded by Mr. Harold J. Dollar.

At the close of the meeting, the Chairman read a letter on behalf of the Chinese community of Shanghai endorsing the resolution.

LIFE SAVING AT SEA.

BOATS, OR RAFTS, FOR ALL.

In the light of the experience of the last few years, including the prolific war period, the Merchant Shipping Advisory Committee, of which Sir Norman Hill is chairman, have, at the instance of the Board of Trade, examined the Statutory Life-saving Appliances Rules of May 5th, 1914. Those rules, says *The Times* in a leading article, owe their origin to a Titanic disaster, and they give effect to the governing principle that every foreign-going passenger ship should carry lifeboats sufficient to accommodate all on board in case of need. In applying this principle, the rules prescribe that as many lifeboats as possible shall be attached to davits distributed along the length of each side of the ship, and that the remaining lifeboats may be grouped under the davits in tiers of two or three, one above another, or nested within each other, or in rows across a deck, bridge, or poop.

The Committee, however, have given careful consideration to representations from the Board of Trade that, in certain foreign-going passenger vessels, the existing requirements result in the ships' decks being unduly encumbered, which leads to difficulty in the launching of the boats, and that the provision of a proportion of rafts, instead of boats, might be of advantage in saving life at sea in a sudden emergency.

The findings of the Committee appointed to inquire into the great shipping disasters of recent years have been examined, and the Committee state that the time available within which the transfer of passengers from a sinking vessel must be completed will depend on the effect of the damage sustained on the margin of safety provided in the construction of the vessel herself. In view of the circumstances of the loss of the *Empress of Ireland*, it is not possible, they hold, to count on this time exceeding fifteen minutes. Further, the Committee consider that, on the basis of experience, emergencies may arise in which there will not even be time to use all the boats that are actually attached to the davits, even if they are already carried at sea swung out. To most such emergencies there are now only life jackets and lifebuoys, and the Committee consider that, if time does not permit of the launching of all the heavy seagoing lifeboats, it is no alternative provision can be made for keeping above the water all those who are compelled to leave the ship, but that some help may be given. Happily wireless telegraphy has simplified the problem, for now it is usually not a question of rowing great distances to safety, but of keeping people afloat until assistance, which will often have been already summoned, reaches the scene. In fact, when disasters occur in narrow waters where help from passing vessels is quickly available, the immediate need is to keep people alive for minutes. With all the considerations in mind, the Committee now lay down the principle that, instead of encumbering the decks with a large number of heavy seagoing craft, which may well prove useless, and even dangerous, it would be better for a vessel to carry a supply of light rafts sufficient to support the number of persons for whom accommodation cannot be provided in the heavy seagoing craft available for immediate launching. With the experience we now possess of disasters under modern conditions, it would certainly seem that the slogan "Boats for all" has not justified itself, and that while boats will remain the first line of protection they will need to be supported by light buoyant apparatus, which, in extreme emergency, can be quickly flung into the sea, and will provide at least something to which unfortunate shipwrecked persons can hope to cling until succour arrives.

AHEAD OF THE MAIL.

[SUPPLEMENTARY WIRES FROM INDIAN PAPERS.]

AWARDS TO WAR-TIME INVENTORS.

London, May 15th.

The Royal Commission on Awards to Inventors heard a claim in respect of smoke screens for the protection of infantry by Captain Heaton Armstrong, of the Leven House.

The chairman's council stated that 200,000 smoke candles, on the lines suggested by Captain Armstrong, were used by the War Office. Captain Armstrong did not claim that the idea of a smoke screen was new, but that his screen was new.

Council for the Crown said that he could prove that smoke screens were known in 1740.

Lieut-General Sir M. F. Bimington said that General Foch and Sir Henry Wilson investigated the idea of smoke candles in 1915 and thought it good. Witness used a smoke screen in South Africa, burning dry grass.

Colonel Francis Adams of the Decatur Horse, said that there was merit in the efforts because the officers' thought early in 1915 that they could beat the Boche with shells, and certainly they would not smoke him out, but in view of what happened afterwards they were not very farseeing.

Council for the Crown submitted that, although Captain Armstrong's invention was useful and his persistence praiseworthy, he was not entitled to an award, because there was nothing new in it.

The Commission's decision will be promulgated.

PROPOSED TAXATION OF BETTING.

London, May 15th.

The preventive value of the present betting laws is so slight that it is questionable whether the enforcement of the law is worth the cost. Mr. Caldwell, Chief Constable of Liverpool, testifying before the Taxation Betting Committee, he said that this represented the views of a Conference of the Chief Constables of the Northern Districts.

He added that the law was most unpopular and most difficult to enforce, owing to its inconsistency as regards credit and ready money betting. He thought that if bookmakers were licensed and allowed to conduct ready money betting at a registered address, there would be a very small, if any, increase in betting.

The evil had grown since the war and was widespread among all classes, especially the poor, and the custom was growing among women, but drunkenness was responsible for more crime. The experience of the Police was that the bookmaker was generally honest. The system of spies and touts was so efficient, and the assistance of clients so thorough, that the prosecution of illegal betting was most difficult. He held that the giving of tips in newspapers encouraged betting.

The witness and other Chief Constables favoured the legalisation of credit and cash betting, but opposed street betting and also betting on football grounds.

ANOTHER SCENE IN THE HOUSE.

London, May 16th.

The Russian debate in the House of Commons was continued towards the close by the Communist, Mr. Newbold, who continually interrupted.

He finally shouted to the Chair: "Why do you allow charges to be made all night without giving me a chance to answer, like the bourgeois you are?"

The Chairman, Mr. Fitzroy, then ordered his withdrawal from the House. Mr. Newbold refused to leave, and the Sergeant-at-Arms was summoned, and requested the offender to depart.

The latter retorted, "I am here in the name of the Communist International." The Chairman thereupon summoned the Speaker, who moved Mr. Newbold's suspension from the House, which was carried, amid cheers and boating.

Immediately after last night's scene in the House of Commons, a motion was tabled in the names of Mr. Lees-Smith and Mr. Arthur Ponsonby calling attention to the ruling of the Deputy Chairman in regard to the member for Motherwell, and moving that Mr. Newbold should be given an opportunity to withdraw his unparliamentary expression before being called upon to withdraw from the House.

CEYLON AFFAIRS IN PARLIAMENT.

London, May 18th.

In the House of Commons, Mr. Ben Spoor raised the subject of the draft constitution of Ceylon, describing it as extraordinarily reactionary in many respects.

He said that at the very time when it was desirable for national barriers to be broken down, we had a proposal for not only the maintenance of the principle of communal and racial representation, but its indefinite extension.

He urged that the House should have an opportunity of discussing the constitution.

INDIANS CLAIMS IN KENYA.

London, May 18th.

The Outlook declares that to grant the claim of the Indians in Kenya, in defiance of Lord Milner's pledge to the white settlers, would mean a second South African War.

"Our information is certain and definite that the Union of South Africa will not permit any non-white race to become rights of citizenship anywhere in British territory in Africa which threaten the dominance of the white race. If, therefore, Ministers are hypnotised by threats of trouble in India, let them ask themselves whether they would prefer in the last resort to take on a scrimmage, Gandhi or General Smuts."

Mr. Stanley Baldwin announced in the House of Commons on April 18th that the Imperial Conference and the Imperial Economic Conference will be held on October 1st next.

CABLES VERSUS WIRELESS

CONFESSIONS OF AN AMERICAN AUTHORITY.

A wireless expert writes to *The Observer*.

as follows:—

I have just received a copy of the annual report of the president of the Western Union Telegraph Company for the year ended December 31st last. The Western Union is the greatest telegraph corporation in the world. It controls the telegraph system of the U.S.A. and the cables connecting the United States with European countries. The president, Mr. Newton Carlton, speaks on cable telegraphy with an authority which is admitted by every telegraph man, to whatever country he may belong.

The report now under notice contains some passages which are of the first importance. They constitute, perhaps, the first public admission by a great cable authority that cable telegraphy is feeling the effects of the competition of wireless telegraphy. "Speaking of the income account of the Western Union Company for 1932, Mr. Carlton says:—'There is a decline in ocean cable revenues reflecting the condition of foreign commerce and the effect of wireless competition at low rates.'"

He goes on to say, "The radio has made substantial progress during the year, not only in improved service, but in capturing additional business with low rates from the cable companies. The advantages still lie with the cables, but they need waking up. The cable has not advanced as it might have advanced, and as it must advance under the stimulus of the cheaper means of communication. Radio rates between the United States and Europe are about 20 per cent. less than the cable rates, and principally because of their lower rates, the radio has captured 20 per cent. of the United States European business."

Mr. Carlton's estimate of 20 per cent. is unduly favourable to the cables. In spite of the fact that this country only possesses one high-power station, the Marconi Station at Carnarvon, built before the war, and having nothing like the capacity which a station erected to-day would possess, wireless is now going something like 30 per cent. of our Transatlantic traffic. It is facts of this kind which explain the next paragraph in the President's report.

"It has been our view that the resources of radio will be combined with those of the cable in the development of a system of world communication that will place the United States first among all countries for capacity and reasonable rates. We are disposed, therefore, to think of the radio in terms of a great medium of transmission, and as a potential ally, rather than in terms of a continuing competitor."

Those who can see beneath the surface of things will realise that these statements are of momentous importance. Americans are a people of a quick perception. They look ahead; understand tendencies and avoid comfortable pretences. The Associated Cable companies of this country have not been so courageous nor so far sighted. Their spokesmen, like Lord Selborne, whom I have recently quoted in *The Observer*, continue to speak with contempt of wireless competition. The old stage coach proprietors were equally contemptuous of the competition of the railways. If the fight between cables and wireless could be won by wireless, it would be a great victory. But the most reassuring phrases cannot change the fact that wireless is cheaper, more adaptable, safer, in working, and less liable to interruption—and Mr. Newton Carlton knows it.

So long as British Governments persisted in their opposition to private enterprise in wireless telegraphy, the associated cable companies could afford to sit still and do nothing, but now that the Government has conceded to private enterprise the right to provide the British Empire with world-wide wireless telegraphic facilities, the associated cable companies will soon be compelled to adopt the same attitude of public admission and adopt the same attitudes that of the president of the Western Union Telegraph Company.

The first necessity now is rapidity of action on the part of the Post Office. So far, not a single licence has been issued, although it is over six weeks since Mr. Bond Law made his announcement to the House of Commons.

PRAYER-BOOK REVISION.

ARCHBISHOP OF YORK'S VIEWS.

The Archbishop of York, in his presidential address at the York Diocesan Conference, dealt with the subject of the revision of the Prayer Book. He said the demand for some revision was only a welcome sign that there was in the body of the Church the sense of reality, the stir of movement, and the pressure of life. Plainly rubrics which were drawn up to suit the social conditions of 1662 had long been hopelessly out of touch with the realities of life as we know them to be, and nothing was more unhealthy for a body than to profess to obey rubrics which were universally disregarded. It was a strange misreading of the realities of the situation if they allowed themselves to suppose that what they called "this lawlessness" was the attitude of any one party in the Church. There was no parish priest in the country which obeyed the laws of the Prayer Book. It was only a difference of the character of the changes which were introduced. And now they had come to a time when this had resulted in a state of things which was no longer consistent with the self-respect of the Church.

The time had come when they must endeavour, so far as God would help them, to bring into their Prayer Book such changes as were rendered necessary by the growth of religious thought and the change of circumstances in their midst, and such as would, when the task had been achieved, enable them to live and act together as one body, regarding and observing together necessary principle of authority and law. It was impossible to know what changes would really stand the test of conformity to the life and needs of the Church except by their being used. When, in letters to their old and venerable Prayer Book being thrown into the cockpit to be altered and pulled about by various assemblies, he asked himself whether those who used that language really remembered that wherever it was desired to keep the Prayer Book as it stood, then the old Prayer Book still remained, then the old Prayer Book was still the Prayer Book, and they were trying to make the worship of the Church real and rich, and as inclusive of varied types of religious life as was consistent with the limits—wide, but very real—set up by the history of the Church of England and its place in Christendom.

NAPIER JOHNSTONE'S 'N. J. CLUB' SCOTCH

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This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavour, and still maintains a world-wide identical quality.

THE ROYAL WEDDING. FAMILY PRESENTS.

On the occasion of the marriage of the Duke of York and Lady Elizabeth Bowes-Lyon, the King gave to the bride a magnificent ermine cape, together with a very beautiful suite, including a tiara, a necklace, a brooch, earrings, and hair ornaments. The design was a very artistic one, and the gems of which the ornaments were composed were splendidly cut diamonds and very pale Persian turquoise.

The Queen gave to the bride a splendid necklace of diamonds and sapphires with a brooch, a ring, brooches, and pendant to match. Yet another gift from her Majesty was a beautiful old lace fan with mother-of-pearl frame and handle.

The Countess of Strathmore gave to her daughter a diamond and pearl bracelet and a very handsome diamond and pearl necklace to match. The Earl of Strathmore's gift to his daughter were a very fine diamond tiara, of which the splendidly cut gems were set in platinum, and a rope necklace of pearls and diamonds.

The bridegroom gave to his bride a necklace of diamonds and pearls, with pendant to match, while he received from Lady Elizabeth a dress watch-chain of platinum and pearls.

The present from the Princess Royal and Princess Mary was a very fine diamond and sapphire brooch. Among the many presents to the Duke of York was a miniature portrait of his bride, which was one of the gifts received from the Countess of Strathmore.

The King and Queen of Spain sent a gold cigarette case with the monogram "A." engraved upon it. Princess Mary and Viscount Lascelles gave to the bride and bridegroom a quantity of finest bed linen with the monogram "E.A." worked upon it.

Queen Alexandra's gifts included a necklace of pearls and amethysts, with a heart-shaped amethyst pendant set in brilliant-cut diamonds, and attached to it was an autographed card: "For my dear future grand-daughter-in-law, Elizabeth, from her affectionate grand-mother." The Queen-Mother's gift to her grandson was a very fine antique silver box.

Curious old vases sent by Lady Helena Gleichen occupied a prominent place on one of the stands, and the features of another was an antique clock sent by Princess Victoria. A further gift from the Queen was a pair of very ancient, and still transformed into great beauty and utility from her Majesty's cherished canteens of cutlery. Lord and Lady Louis Mountbatten's present was a fur carriage rug.

The King's gifts, in addition to those already referred to, included a pair of two-light silver candelabra and a writing-table for the Duke of York.

A very handsome present "For Elizabeth, with our best wishes," was a case of gold teaspoons from "Malet, Charles and Olay," the King, Queen, and Crown Prince of Norway, while the same three donors sent "For dear Bertie" a case of gold dessert knives with enamel handles.

A joint gift of quaint appearance and great value bore the names of the Duke of Cornwall, Princess Christian, the Duchess of Argyll, Princess Beatrice, the Marquis and Marchioness of Cambridge, Viscount and Viscountess Elibank, Lady Mary Cambridge, Colonel and Lady Evelyn Gibbs, Lord Frederick Cambridge, the Earl and Countess of Athlone, Lord Trenaton, Lady May Cambridge, the Marquis of Milford Haven, the Dowager Marchioness of Milford Haven, Lady Louise Mountbatten, and the Crown Prince of Sweden, Captain and Lady Patricia Ramsay, Princess Helena Victoria, Princess Marie Louise, and the Marquis and Marchioness of Cambridge. The gift was a wonderful old clock.

The members of the Cabinet sent a very imposing and useful gift in the form of silver inkwells, silver stamp boxes, and four very fine silver candlesticks, intended to be used on a writing table, with their other gifts.

"MAN THE WEAKER SEX."

HIGHER MORTALITY OF BOYS THAN GIRLS.

EGG SECRETS.

Dr. Paul Kammerer, the famous Viennese scientist, in a discussion of his experiments and researches, declared on May 2nd that man is the weaker sex from a biological point of view.

"This," said Dr. Kammerer, "is proved by the work of Richard Hertwig, a great Munich biologist, and his pupils, who experimented with the eggs of frogs."

Hertwig and his pupils found that those eggs which were prematurely fertilized and those which were fertilized in an over-ripe condition produced males. The eggs which fertilized in the normal period produced females. This shows that males spring from the two extremes of maturity in the eggs when conditions are so unfavourable to the development of the eggs that development is only just possible.

Hertwig pointed out that this rule can be applied to human beings, and he used birth-rate statistics to show that the influence of war, famine, dear living, and epidemics produce a larger proportion of males than normal.

The adult population always shows a preponderance of women, thereby proving that the mortality among males is greater than that among females. Therefore, one concludes, from a biological point of view that the male is the weaker sex. —Daily Express.

FOLLOWING IN PRINCESS MARY'S FOOTSTEPS.

Already four of Princess Mary's bridesmaids have been married or are engaged to be married:—

Lady Rachel Cavendish is to marry the son of the Earl of Moray, the Hon. James Stuart.

Lady Doris Gordon Lennox, married to Mr. Charles George Vyner.

Lady Mary Cambridge, engaged to Lord Worcester.

Lady Elizabeth Bowes-Lyon, married to the Duke of York.

According to advices from New York, the 1923 tourist season promises to break all records.



How Pretty Teeth

affect the smile—teeth freed from film

See what one week will do

The open smile comes naturally when there are pretty teeth to show. But dingy teeth are kept concealed.

The difference lies in film. That is what stains and discolors. That is what hides the tooth luster.

Why teeth are dim

Your teeth are coated with a viscous film. You can feel it now. It clings to teeth, gets between the teeth and stays.

No ordinary tooth paste can effectively combat it. The tooth brush, therefore, leaves much of it intact.

That film is what discolors, not the teeth. It often forms the basis of a dingy coat. Millions of teeth are clouded in that way.

The tooth attacks

Film also holds food substance which ferments and forms acids. It holds the acids in contact with the teeth to cause decay.

Germs constantly breed in it. They, with tartar, are the chief cause of pyorrhea. Thus most tooth troubles are now traced to film, and very few people escape them.

Must be combated

Dental science has long been seeking a daily film combantant. In late years two effective methods have been found. Authorities have proved them by many careful tests. Now leading dentists nearly all the world over are urging their daily use.

A new-day tooth paste has been perfected, made to comply with modern requirements. The name is Pepsodent. These two great film combantants are embodied in it.

It goes further

Other effects are now considered essential. Pepsodent is made to bring them all.

It multiplies the salivary flow. It multiplies the starch digestase in the saliva. That is there to digest starch deposits on teeth, so they will not remain and form acids.

It multiplies the alkalinity of the saliva. That is Nature's neutralizer for acids which cause decay.

Thus every application gives these tooth-protecting forces multiplied effect.

These things mean whiter, cleaner, safer teeth. They mean natural mouth conditions, better tooth protection.

Pepsodent
TRADE MARK
The New-Day Dentifrice

A scientific film combantant, which whitens, cleans and protects the teeth without the use of harmful grit. Now advised by leading dentists the world over. For sale in two sizes by all druggists.

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FELLOW FEELING.

A humane society had secured a show window and filled it with attractive pictures of wild animals, in their native haunts. A placard in the middle of the exhibit read thus: "We are skinned to provide women with fashionable furs." A man paused before the window and his harassed expression for the moment gave place to one of sympathy. "I know just how you feel old sports," he muttered. "So was I!"

WOMAN LAW STUDENT. DISTINCTION IN HONOURS.

It was announced recently that Agnes T. Hughes, B.Sc., London, had not only passed the final examination of the Law Society, but had also been awarded special distinctions. Since then the honours examination has taken place, and this lady stands at the head of the list (first class) in order of merit, bracketed with Richard Antrobus Lynex, of Birmingham.

A Light Car for home leave

Business and professional men and others about to proceed home on leave, are offered unusual facilities for acquiring a Light Car.

Autoveyros Ltd., London's leading Light Car Specialists, have made arrangements by which any car may be purchased on payment of a small deposit (from £37 10s.), the balance being paid by easy instalments. At the end of the leave period they will, if desired, take the car for re-sale on commission on specially advantageous terms.

Many who availed themselves of these facilities last year have written most appreciative letters, from which the following are typical extracts:

- (1) "I thank you very much for your attention and courtesy. I shall have much pleasure in recommending your company to my friends on my return to India."
- (2) "You were very helpful in the when I thought of selling the car, and you would have secured for me a very good price indeed."
- (3) "Should I find any of my friends in Australia in want of a good reliable car, I will not fail to find them your name and address."

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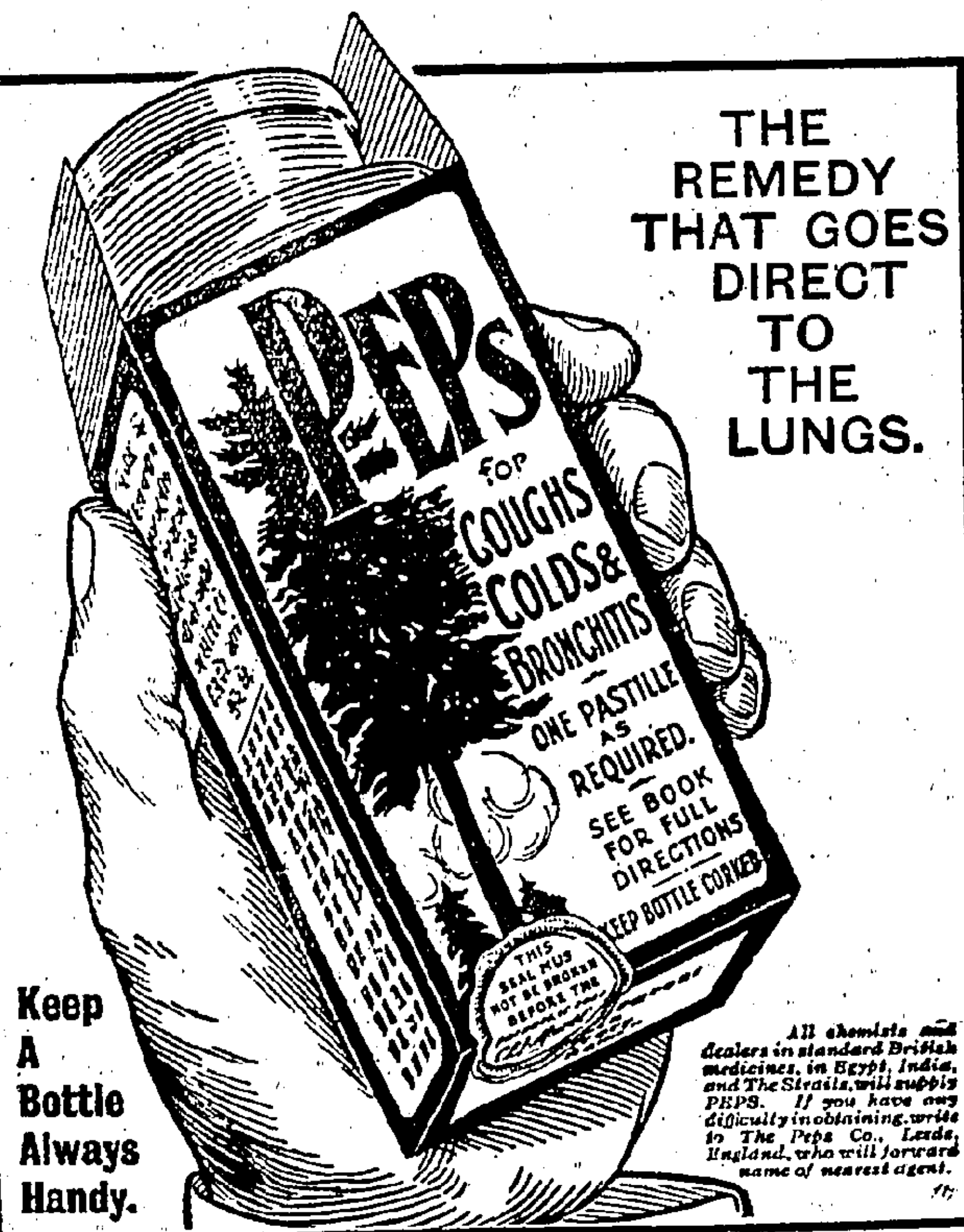
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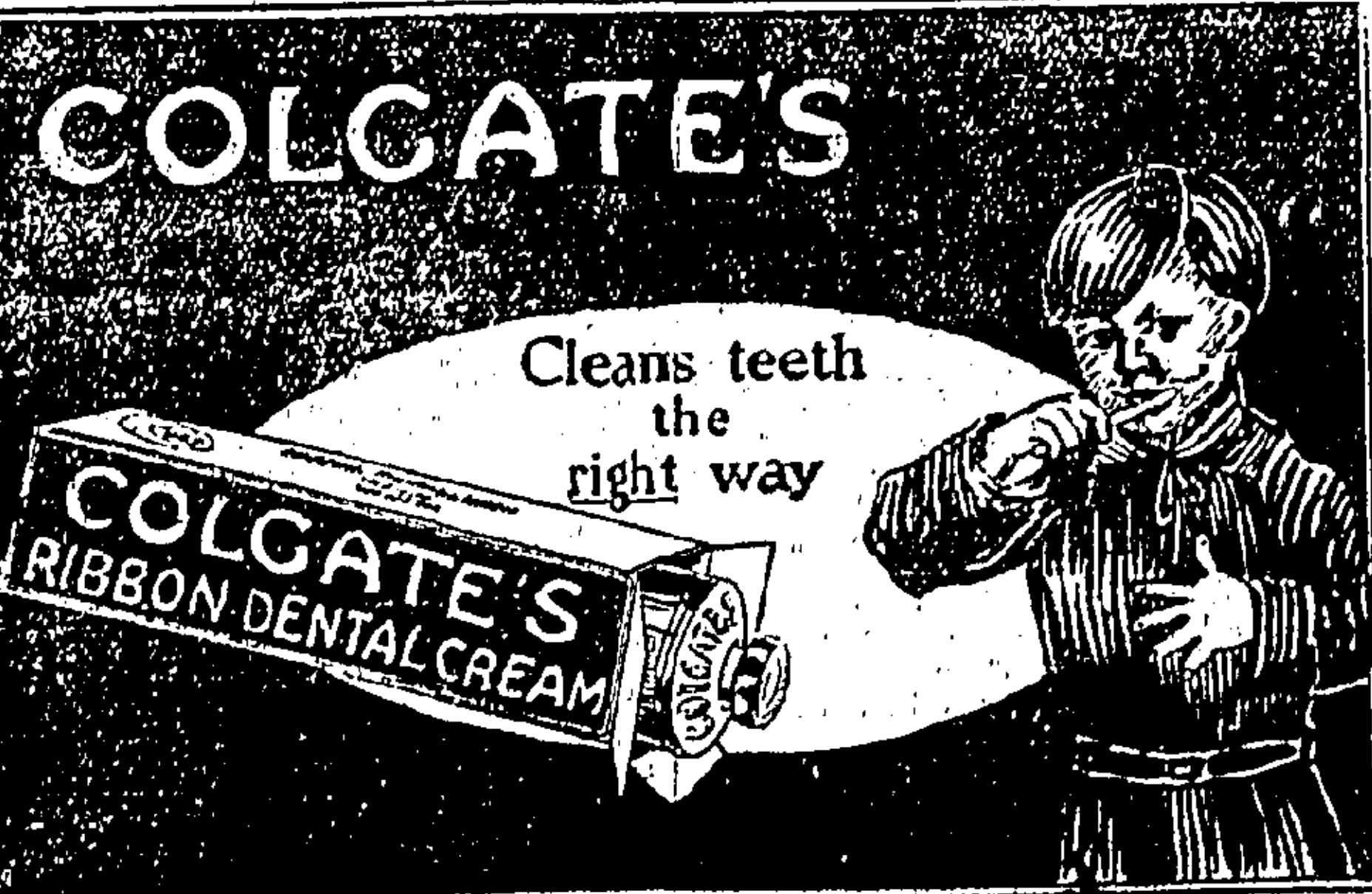
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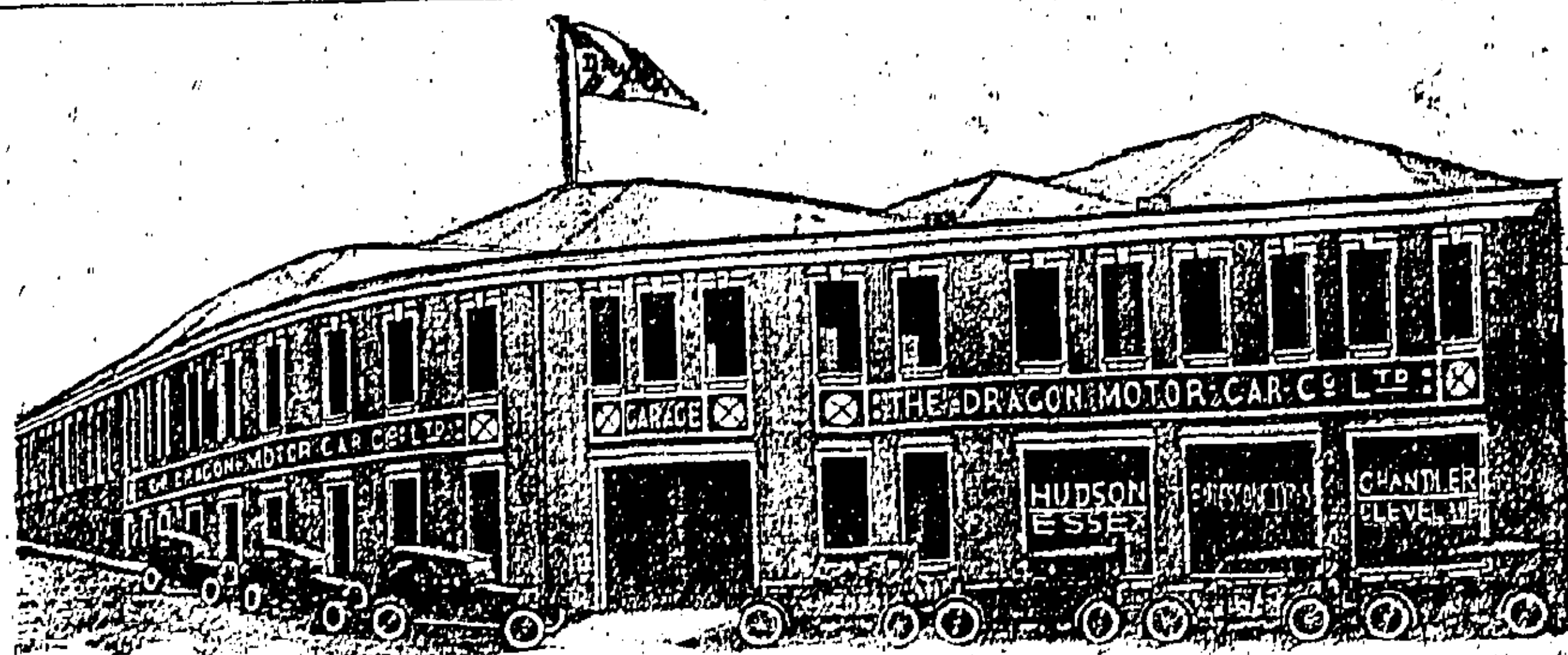


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*Emil Kirdorf	9,400 tons	14th June
*Schoor	12,200 tons	First half of July
*Albert Vogler	9,000 tons	Middle of August
*Carl Legien	9,000 tons	First half of Sept.

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Adolf von Bayer	9,000 tons	7th June
*Emil Kirdorf	9,000 tons	calling at Manila.
*Schoor	12,200 tons	Middle of July
*Albert Vogler	9,000 tons	Beginning of August
*Carl Legien	9,000 tons	—

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SCANDINAVIAN PORTS.

About 25th June, 1923.

Further Sailings	Expected on or about	Will leave homewardbound on or about
M/S. "Panama"	5th June	16th July
M/S. "Bolivia"	10th July	17th August
M/S. "Australia"	25th July	31st August
M/S. "Java"	25th August	30th September
M/S. "Afrika"	10th September	18th October
M/S. "Chile"	10th October	18th November

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SEABORNE TRADE IN THE GREAT WAR.

THE ECONOMIC DUEL.

[BY ARCHIBALD HURD IN THE
"DAILY TELEGRAPH"]

The Great War fills a canvas so large that we cannot comprehend its significance, and the picture is rendered confused by individual experiences from which, inevitably, generalisations are drawn which in many cases are inaccurate. For those reasons the writing by contemporaries of any history of the war and the test of time is extremely difficult. But that task is, nevertheless, being attempted under official auspices, and Mr. C. Fayle has just completed the second volume of his "Seaborne Commerce." He has with evident sincerity endeavoured to stand back from the crowded canvas and with the aid of a mass of official documents and statistics placed at his command, to set down the truth as it emerges on his consciousness. In that endeavour he has succeeded conspicuously, as this second volume proves.

It takes up the story in the spring of 1915 when the German Government definitely committed itself to an attack on the sea commerce of the Entente Powers by means of submarines. It closes with a brief survey of the economic position of both groups of belligerent Powers in the winter of 1918. The author is dispassionate; he has limited himself to showing the economic effects of war; in his manner is one of extreme sobriety. He ignores, except in so far as his narrative demands, otherwise, reference to the course of naval operations of the merchant seamen. He has striven with complete success to arrange and set out clearly the enormous mass of facts at his command, and such conclusions as he draws are more deductions from statistics.

WAR ON TRADE BY SEA.

In the spring of 1915 the attack upon seaborne commerce by German surface raiders had failed utterly. It had caused no appreciable diminution in the mass of our carrying tonnage, and, save for a temporary dislocation in the Bay of Bengal, it had never affected the flow of trade. Simultaneously with this failure, it had become evident that the side could hope for a rapid military decision. In this state of affairs the submarine campaign was born. To Mr. Fayle it is clear the German Government's decision was an incident, though an important one, in the movement of both groups towards the use of the economic weapon.

Great as was the difference between the methods pursued by the belligerent groups, both were now attempting to paralyse all commerce, direct or indirect, with the enemy countries. Overshadowed by the clash of arms, and brought into public notice only by a few exceptional incidents, the silent progress of economic pressure assumed for both sides an ever-increasing importance in the conduct of the war. More and more neutral interests became subservient to the development of the conflict.

The economic duel now began. It was far more a race by both parties towards economic exhaustion than a real conflict. We did succeed, by agreements with neutral Powers, by Orders in Council, by bunkering regulations, and by "black lists" in cutting off practically every German source of supply; they, on the other hand, succeeded in making a dangerous inroad into our vital services, but at a great sacrifice, as events proved, of their own political and economic interests. But the measures of either side seem petty in comparison with the stupendous operations of economic laws upon belligerent nations, and it is with these that this history specially deals.

The problem facing us was an embarrassing one. In the spring of 1915 an equilibrium had been established in British trade by the "diminution in the volume of trade to be carried," but the balance was "dangerously unstable." When the year opened "the revival of trade on the one hand, and the diminution in effective carrying power on the other had produced an excess of demand over supply which was reflected in a rapid rise of freight rates to an altogether abnormal level, and had already begun to cause us grave concern." Should we be able to face this situation, and remedy it sufficiently to give our own measures against the enemy time to develop their full effect?

AN EMBARASSING PROBLEM.

The years 1915 and 1916 are filled with our effort to do what a good many pessimists thought might prove impossible. The difficulties were prodigious. In the first place, port congestion was advancing steadily, as, under the influence of the Admiralty measures, shipping was concentrated on essential trade routes; in the second, the withdrawal of essential tonnage for war purposes—and the demands of the Admiralty and the War Office were enormous—rose uninterruptedly; in the third, the recruiting of our armies, and their requirements when raised and sent abroad, attacked our shipbuilding industries and our means of adjusting the balance of losses of tonnage at sea by withdrawing labour from the shipyards and engine shops; and in the fourth, our Continental Allies were making heavier and heavier calls upon our finances and our maritime resources, for we had to place ships as well as goods at the disposal of France, Italy, and also Russia. The manner in which these difficulties were faced is a wonderful record of national achievement. The State did intervene, and created special bodies to deal with the situation, but the personnel of the committees and departments created was drawn from the shipping and mercantile classes. Our salvation was planned and organised by men with a commercial training, and to them the honour must be assigned.

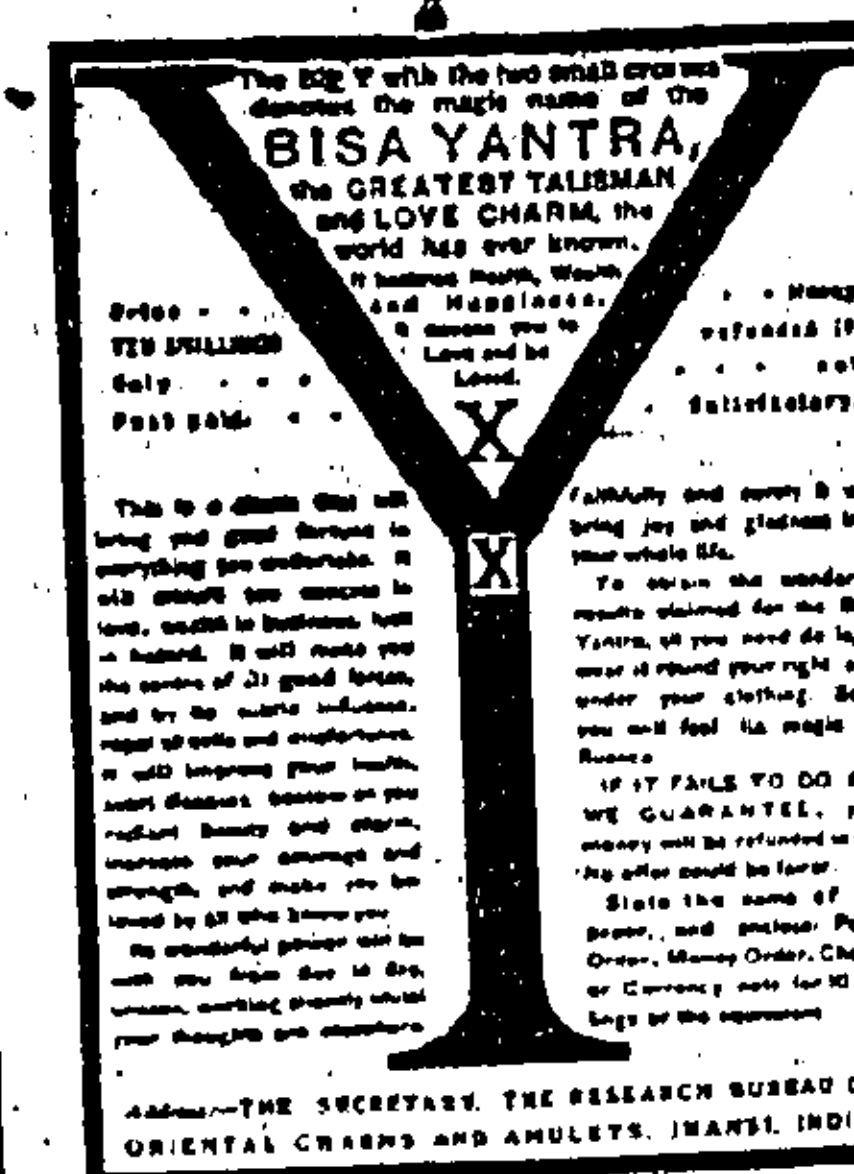
It has sometimes been claimed, and particularly by Socialists, that we did in fact nationalise industry, and especially shipping, during the war. What really happened? The Government realised that we had suspended economic laws; the only profit to be pursued was victory. So all the leaders of industry were asked to place their knowledge, experience, and organisations at the disposal of the State. With instinctive patriotism they threw themselves into the work. At the Ministry of Shipping, under Sir Joseph—now Lord—Maclean, the principal shipowners co-operated for the one end, well knowing, all the time, that they were

ignoring economic laws. But the occasion was exceptional. To argue from such an experience that shipping was nationalised, in any real sense, is to indulge in a misuse of language. All that happened it was that the same shipowners who had built, manned, and controlled their fleets in peace pooled their resources, certain civil servants being employed to see that effect was given to their policy, and all considerations of profit and loss were ignored.

For two years we struggled on, and at the close of 1916, when the war was on the threshold of its last and most desperate phase, it is in this manner that Mr. Fayle summarises our position: "The record for 1916 bore ample witness to the energy and resource with which the operations of British shipping had been adapted to the conditions of war, and the courageous manner in which British and neutral shipping had hitherto to face the greatly increased risks of trade." For the moment the submarine campaign had failed; "serious" was the cumulative effect of the losses sustained upon the tonnage position, the ratio of loss was very small when compared with the voyages made or the cargoes carried. As against this, our exchanges were falling, and a very serious financial position was within measurable distance.

Turning then to the effect of our own measures against the enemy, Mr. Fayle is decisive about the advantages gained. German submarines had "produced no restriction of supplies comparable for a moment with the effect of the Allied blockades upon the Central Powers." Up to Easter, 1916, the available food supplies had maintained the population of Germany; but the impossibility of obtaining the artificial fertilisers upon which the soil of Germany depends, the crops there began to fall off and the effects of our blockade became cumulative.

Mr. Fayle in these volumes, is making a notable contribution to the history of a war which, in the range of its operations and in its implications, was unlike any war which had hitherto been fought. He has had to cover entirely new ground; and in his second volume he has presented an impressive picture of the economic factors which were mobilised for the struggle.



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TSINGTAI via SWATOW	"MINGSANG"	Thursday, 7th June, Noon.
HAIPHONG via HOIHOW	"WAISHING"	Friday, 8th June, Noon.
HONGKONG	"MAUSANG"	Friday, 8th June, 3 p.m.
SANDAKAN	"LOONGSANG"	Friday, 8th June, 3 p.m.
MANILA	"LOONGSANG"	Sunday, 10th June, Noon.
SHANGHAI via SWATOW	"CHONGSHING"	Sunday, 11th June, Noon.
TIENSIN	"KWONGSANG"	Tuesday, 12th June, Noon.
SEANGHAI via SWATOW	"KUTSANG"	Saturday, 16th June, Noon.
KOBE via SHANGHAI	"LAISANG"	Monday, 18th June, 3 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Saturday, 23rd June, Noon.
KOBE via SHANGHAI & MOJI	"FOOKSANG"	Saturday, 23rd June, 3 p.m.
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"GLENIFFER"	13th June.	"GLENAPP"	13th July.	Genoa, London, Rotterdam and Hamburg.
"GLENARVONSHIRE"	2nd July.			
"GLENBEG"	16th July.			

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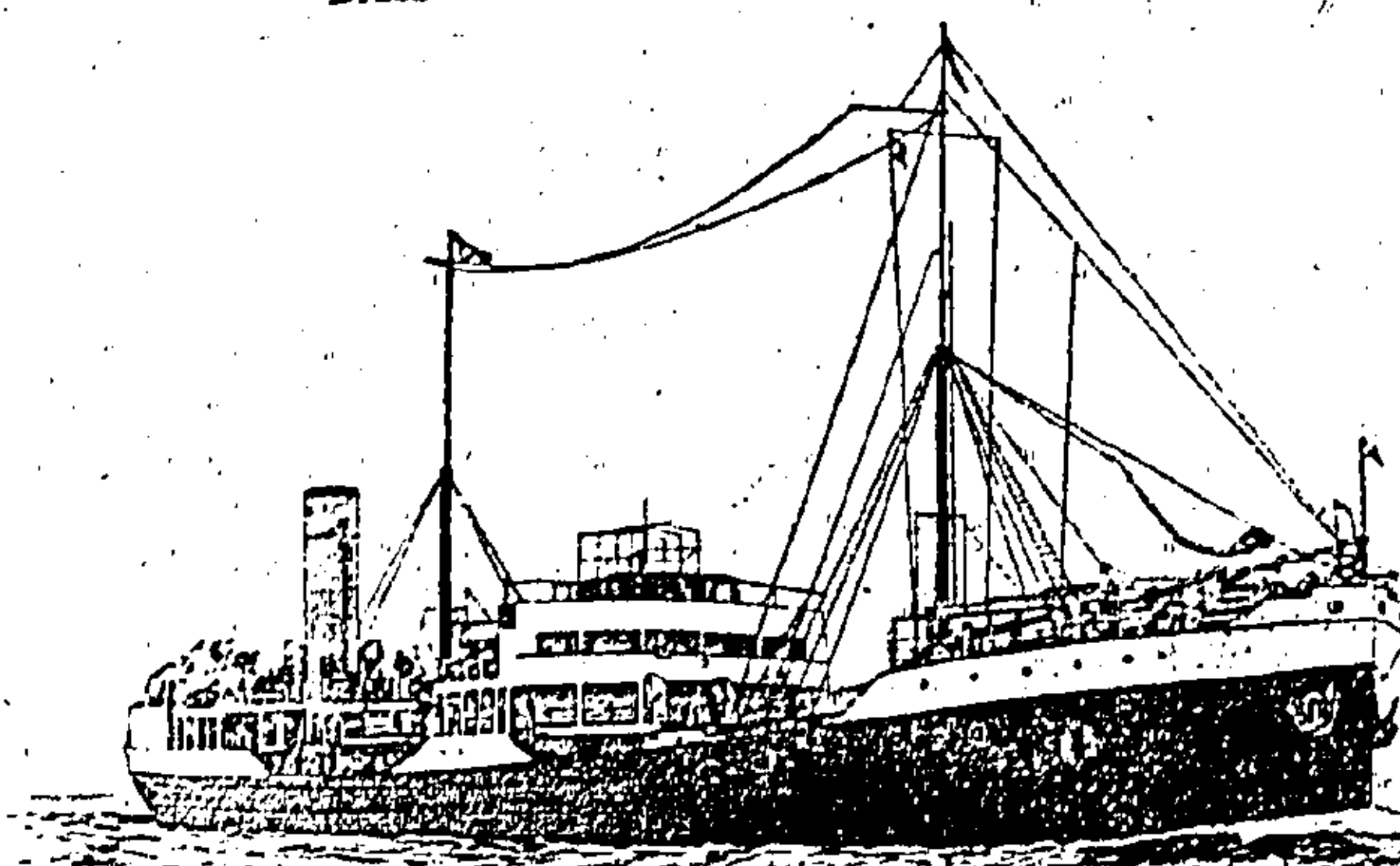
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SHIPPING NEWS

ARRIVALS.

June 3rd.
Altai Maru, Japanese str., 4,546 tons, Capt. H. Chiba, from Moji, with a general cargo.—O.S.K.
Bombay Maru, Japanese str., 3,012 tons, Capt. S. Yamamoto, from Bangkok, with a general cargo.—Kwan Nguan Seng.
Huifu, British str., 1,183 tons, Capt. E. Jones, from Hailow, with coal.—Mun Wing S.S. Co.
Kayong, British str., 1,272 tons, Capt. R. F. Mitchell, from Singapore and Hailow, with a general cargo.—B. S.
June 4th.
Altai Maru, Japanese str., 4,546 tons, Capt. N. Segawa, from Bangkok and Singapore, with a general cargo.—O.S.K.
Chonghai, Chinese str., from Canton.
Devanagiri, British str., 1,947 tons, Capt. A. H. Brown, from Bangkok, with a general cargo.—Chu Yau Tung.
Fukui Maru, Japanese str., from Canton.
Huifu, British str., 1,183 tons, Capt. E. Jones, from Hailow, with coal.—Mun Wing S.S. Co.
Hermes, Norwegian str., 1,663 tons, Capt. T. Davidson, from Bangkok, with a general cargo.—Thompson & Co.
Joany Sang, British str., 1,000 tons, Capt. J. McAlister, from Manila, with a general cargo.—J.M. & Co.
Nippon, Italian str., 2,000 tons, Capt. V. Gorosick, from Shanghai, with a general cargo.—Doddell & Co.
Panlong, British str., from Canton.
President Jackson, American str., 8,377 tons, from Seattle and Shanghai, with a general cargo.—Admiral Oriental Line.
Soudan, British str., 4,217 tons, Capt. R. M. Collier, R.D., R.N.R., from Shanghai, with a general cargo.—Mackenzie & Co.
Swing, British str., 1,550 tons, Capt. H. A. Wavell, from Shanghai, with a general cargo.—B. & S.
Szechuan, British str., from Canton.
Taipei, Chinese str., 1,044 tons, Capt. Z. Masaki, from Daihai and Chifu, with a general cargo.—Yue Tai Hong.
Takaka, British str., 1,223 tons, Capt. P. W. Rowe, from Calcutta via Port, with a general cargo.—Mackenzie & Co.
Yingchow, British str., 1,245 tons, Capt. B. A. Thomson, from Tientsin and Swatow, with a general cargo.—B. & S.

CLEARANCES.

June 3rd.
Chonghai, for Tientsin.
Chung King, for Canton.
Huifu, for Canton.
Kohji Maru, for Tokyo.
Kurehara, for Hailow.
Wagata, for London.
Yodo Maru, for Amoy.
June 4th.
Altai Maru, for Shanghai.
Chenau, for Hailow.
Elkton, for Hailow.
Fukui Maru, for Keelung.
Huifu, for Swatow.
Kanglung, for Swatow.
Liangchow, for Swatow.
Maybashi Maru, for Keelung.
Poling, for K. C. Wan.
Shidzuoka Maru, for Nagasaki.
Soudan, for Singapore.
Sungshan Maru, for Swatow.
Sunning, for Canton.
Szechuan, for Amoy.
Taipei, for Canton.
Taiwan, for K. C. Wan.
Yingchow, for Canton.

PASSENGERS.

ARRIVALS.

Per P. & O. s.s. *Soudan*, from Shanghai.—Mr. E. L. Carter, Q. J. G. Foster, Mr. W. Milroy, and Mr. C. M. Sino.
Per s.s. *Takaka*, for Hongkong, on June 4th.—Capt. and Mrs. Gray, Mr. Woolworth, Mr. Love, Mr. D. W. Fair, Mr. P. D. Sutherland, Mr. Howatt, Mr. A. Smith, and Evans.
Per N.Y.K. s.s. *Altai Maru*, for Hongkong.—Mr. and Mrs. H. G. Cooper, Mr. and Mrs. G. Ringhalda, Mr. T. Brown, Mr. T. Beddingfield, Mr. A. Masseurs, Mr. J. Alther, Mr. S. Burdon, Mr. and Mrs. Kring, Mr. E. H. Burton, Mr. V. H. Kassebeer, Mr. J. J. Hansen, Mr. S. H. Jensen, Mr. N. P. Petersen, Mr. G. H. Arthur, Mr. and Mrs. E. R. Childs, Mr. F. L. White, and Mr. A. de Boott.
Per s.s. *Empress of Russia*, on June 4th.—Mr. E. A. Alberts, Mr. W. Blundell, Mr. and Mrs. B. H. Barnett, Mr. H. L. Bird, Mr. and Mrs. F. H. Crittall, Mr. C. A. Calkins, Mr. M. C. Check, Mr. M. N. Crittall, Mr. R. Campbell, Mr. A. A. Dear, Mr. E. Eeles, Mr. Robert Fox, Mr. and Mrs. I. H. Geare, Lt. Comdr. and Mrs. G. H. Hayes, Capt. B. F. Inglis, Mr. E. A. Jackson, Mr. and Mrs. Wm. Jack, Mr. D. Joseph, Mr. and Mrs. J. H. Jones, Mr. J. H. Kluckert, Miss L. M. Lawrie, Mr. and Mrs. Lemping, Miss C. Pintos, Mr. M. Periera, Miss Periera, Mr. and Mrs. J. Parsons, Mr. L. H. Rawson, Mr. J. A. Scott, Mrs. F. de Souza, Miss de Souza, Mr. and Mrs. W. A. Sandheimer, Sir S. Tay, Mr. W. Tobi, Mr. and Mrs. A. T. Van Wyngaarden, Jr., Mr. and Mrs. W. E. Wakeham, Miss E. M. Cook, Miss H. Christoff, Miss N. Church, Miss H. Diaz, Mr. and Mrs. J. J. Gutierrez, Mr. M. J. Jaffray, Mr. W. Keller, Mr. R. Y. King, Mr. E. S. Layen, Mr. and Mrs. E. G. Wiese, and several Chinese passengers.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* leaves Shanghai today, June 4th, at 11 p.m. and is due at Kobe on Wednesday, June 6th, at 8 p.m.
The M.M. s.s. *Angkor* left Marseilles on June 1st for China and Japan, and is expected at Hongkong about July 3d.

VESSELS EXPECTED.

Adolf von Beyer (Hugo Stinnes), due June 6th, P.M.
Chik (M.M.), due June 6th.
Empress of Australia, due June 20th.
Huifu (Blue Funnel), due to-day.
Kushima Maru (N.Y.K.), due June 2nd.
Portus (M.M.), due June 10th.
President Pierce, due June 10th.
Rheus (Blue Funnel), due June 9th.
Rheus (Blue Funnel), due June 9th.
Sado Maru (N.Y.K.), due June 15th.
Selkirk (Richmond), due June 10th.
Toshima (Blue Funnel), due June 10th.
Toshima Maru (N.Y.K.), due June 8th.

SIU WOON



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 For LADIES, GENTS & CHILDREN.

BEST DESIGNS, PRICES MODERATE.

21, POTTINGER ST. PHONE 1074.

HONGKONG TIDE TABLE

From June 5th to 11th, 1923.

Days of Week	Days of Month	High Water			Low Water		
		Hkng Standard Time	Height	Hkng Standard Time	Height	Hkng Standard Time	Height
Tues	5	3 37	4 3	6 40	4 0	9 51	6
Wed	6	4 43	4 5	8 16	4 3	10 51	9
Thurs	7	5 36	4 8	10 23	4 1	12 51	10
Fri	8	6 13	5 2	11 56	3 8	1 51	11
Sat	9	6 40	5 5	1 56	3 3	2 51	12
Sun	10	7 21	4 5	1 43	2 6	3 51	13
Mon	11	7 27	4 1	0 53	2 5	2 51	14

VESSELS ADVERTISED AS LOADING

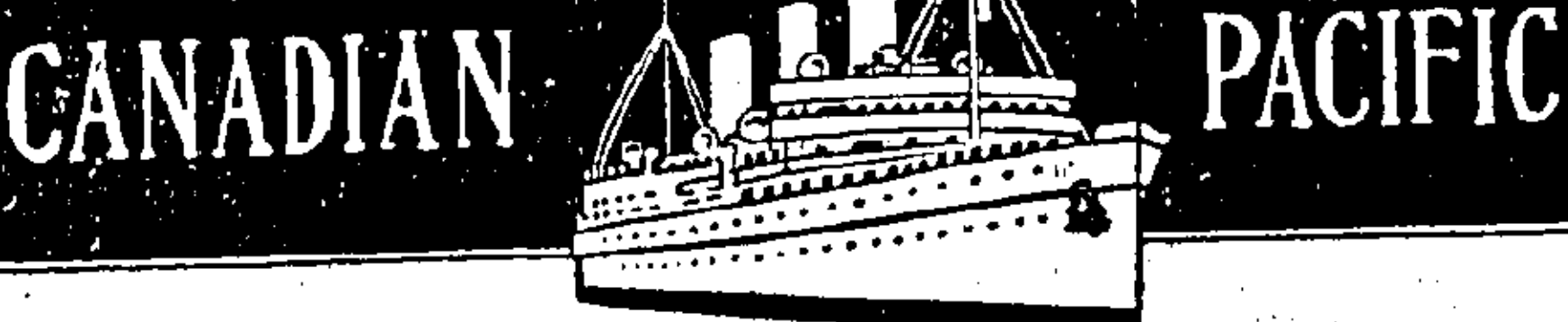
DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DISPATCHED
NEW YORK & PANAMA	Genoa Maru	Jap.	Nippon Yusen Kaisha	On beginning July
NEW YORK & BOSTON	Roman Prince	Brit.	Princo Line	On 19th June
BOSTON & NEW YORK via Suez	Genf.	Brit.	The Bank Line, Limited	On 25th June
SAN FRANCISCO, &c.	Mura	Am.	Canadian Pacific O. S. Ltd.	About 14th June
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Russia	Brit.	Nippon Yusen Kaisha	On 25th June
VICTORIA, SEATTLE & VANCOUVER via J. Port.	Yokohama Maru	Jap.	Ozaka Shosen Kaisha	On 14th June
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Achilles	Brit.	Butterfield & Swire	On 9th June
VICTORIA, SEATTLE & VANCOUVER	Empress Australia	Brit.	Canadian Pacific O. S. Ltd.	On 29th June
VANCOUVER via SHANGHAI & JAPAN, &c.	Sardinia	Brit.	P. & O. S. L. & A. L.	On 13th June
MARSEILLES, LONDON & ANTWERP	Angers	Brit.	Messageries Maritimes	On 9th July
MARSEILLES, &c.	Chili	Brit.	Messageries Maritimes	On 11th June
MARSEILLES, &c.	Cordillera	Brit.	Nippon Yusen Kaisha	On 6th June, 11 a.m.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Haruna Maru	Brit.	The Bank Line, Ltd.	On 8th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	City of Tokio	Brit.	Butterfield & Swire	On 20th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	Ensaieu	Brit.	Butterfield & Swire	On 11th June
LONDON, HULL, ROTTERDAM & HAMBURG	Amur Maru	Jap.	Ozaka Shosen Kaisha	On 14th June
LONDON, ROTTERDAM, HAMBURG & ANTWERP	Glenamoy	Brit.	Jardine, Matheson & Co., Ltd.	On 8th June
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Oudekerk	Dut.	Java-China-Japan-Lijn	About 7th June
ANTWERP, ROTTERDAM & HAMBURG	Adolf von Beyer	Ger.	Rauser Brockhausen & Co.	About 2nd half June
HAVRE, ANTWERP & DUNKIRK	C. Mages	Ger.	Messageries Maritimes	About mid. July
HAVRE, ANTWERP & DUNKIRK	Lt. de Missieu	Jap.	Nippon Yusen Kaisha	On 10th June
BOMBAY via SINGAPORE, COLOMBO	Moroka Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 18th June, 3 p.m.
STRAITS & CALCUTTA	Soudan	Brit.	P. & O. S. L. & A. L.	On 5th June, Noon
SINGAPORE, PENANG, COLOMBO & BOMBAY	Nippon	Dut.	Java-China-Japan-Lijn	On 9th June
SINGAPORE & BELAWAN-DELI	Nippon	Brit.	Dodwell & Co., Ltd.	On 8th June, Noon
BRINDISI, VENICE & TRIESTE	Kugabow	Brit.	Butterfield & Swire	About
WEIHAUWET, CHEFOO & TIENTSIN	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	On 8th June, 2 p.m.
HAIPHONG via HAIKOW & PAKHOI	Saia Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 20th June
KEELUNG via SWATOW & AMOY	Mausang	Brit.	Nippon Yusen Kaisha	On 7th July
SANDAKAN	Tango Maru	Brit.	P. & O. S. L. & A. L.	On 10th June, Noon
AUSTRALIAN PORTS via MANILA	Aratula	Brit.	Butterfield & Swire	On 8th June, D.L.
AUSTRALIAN PORTS	Limnag	Brit.	Jardine, Matheson & Co., Ltd.	On 8th June, 4 p.m.
SHANGHAI via SWATOW	Lokang	Jap.	Nippon Yusen Kaisha	About 5th June
SHANGHAI, KORE & YOKOHAMA	Takada	Brit.	P. & O. S. L. & A. L.	About 18th June
JAPAN via AMOY	Yingchow	Brit.	Butterfield & Swire	On 1st July
SHANGHAI & TIENTSIN	Duchessa D'Aosta	Dut.	Java-China-Japan-Lijn	On 11th June, Noon
SHANGHAI, YOKOHAMA & KORE	Tijlboet	Dut.	Ozaka Shosen Kaisha	About 12th June
SHANGHAI & JAPAN	Argun Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 7th June
JAPAN PORTS	Chongshing	Dut.	Java-China-Japan-Lijn	On 5th June, Noon
TIENTSIN	Changshing	Dut.	Ozaka Shosen Kaisha	On 5th June, 1 p.m.
BATAVIA	Honolulu Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 8th June, 3 p.m.
CALCUTTA, SINGAPORE & RANGOON	Hangsang	Brit.	Butterfield & Swire	On 13th June
RANGOON via SWATOW	Kwangtung	Brit.	Butterfield & Swire	
SWATOW & BANGKOK	Hai-ching	Brit.	Douglas Laprak & Co.	
SWATOW, AMOY & POONOW	Hailong	Brit.	Longias Laprak & Co.	
MANILA	Loungsang	Brit.	Jardine, Matheson & Co., Ltd.	
MANILA & SINGAPORE	West Ivan	Am.	Struthers & Barry	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 5th.

Previous Day	On Date	On Date
Day	at	at
4 p.m.	8 a.m.	4 p.m.
29.82	29.80	29.80
77	71	73
77	71	73
ENE	ENE	ENE
3	0	2
0.0	0.0	0.65

Highest open-air temperature on 5th ... 77
 Lowest open-air temperature on 4th ... 71



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Canada	Due England
Empress Russia	June 11 July 2	Empress France	June 23 June 29
Empress Australia	June 28 July 18	Empress Scotland	July 7 July 14
Empress Asia	July 12 July 30	Montcalm	July 27 Aug. 3
Empress Canada	July 28 Aug. 18	Empress Scotland	Aug. 4 Aug. 10
Empress Russia	Aug. 6 Aug. 27	Empress France	Aug. 18 Aug. 25
		Empress Scotland	Sept. 1 Sept. 8

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.
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For KEELUNG via Swatow & Amoy

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 S. MITARAI, AGENT.
 No. 11, Bonham Street W. Tel. Central No. 155.
 Top Floor, King's Building. Tel. Central No. 140.

WEATHER REPORT.

June 3rd at 18.40.—Warning to Hongkong Coast Ports, &c.—Depression or typhoon of unknown intensity within 60 miles of Lat. 13 deg. N. Long. 144 deg. E., moving W.N.W. June 4th at 11.45.—Warning to Hongkong Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 14 deg. N. Long. 123 deg. E., moving N.W. June 4th at 11.30.—Pressure is highest over Korea. It has increased moderately at Vladivostok and Ynp, and slightly at Haiphong and Kioh. It has decreased slightly at the majority of other reporting stations. At 6 a.m. this morning the typhoon appeared to be near Lat. 14 deg. N. and Long. 123 deg. moving N.W. It may now curve to the N.E.
 Heavy weather is reported 100 miles to the south of Hongkong.
 Hongkong rainfall for the 24 hours ending at 10 a.m., 4th June, 0.61 inch. Total since January 1st, 13.31 inches, against an average of 49.35 inches.
 The forecast for the 24 hours ending at noon, 5th June, is as follows:—
 District Forecast
 Hongkong to Gap Rock N.E. winds, moderate; overcast at first, fine later.
 Formosa Channel N.E. winds, strong.
 South coast of China between Hongkong and Lamook The same as Hongkong and Lamook No. 1.
 South coast of China between Hongkong and Hainan The same as Hongkong and Hainan No. 1.

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Mr J. Anderson	Mr H. J. May
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Mr R. C. W. Bohland	Mr R. Murphy
Mr E. B. Bellies	Dr Th. Nagel
Mr R. J. Birbeck	Mr J. E. Nothe
Mrs E. Blackburn	Mr A. J. Oakley
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Mr N. Blumenthal	Mr H. Pearson
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Mrs Crocker	Mr & Mrs C. W. Rep-
Mr N. Croucher	Miss Richards
Mr & Mrs de Decker	Miss R. Richardson
Mr K. Eisner	Paymaster Com-
Mr F. S. Elbe	panioner & Mrs C. B.
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Mr John Scott Harston	Capt. W. H. Sparke
Mr & Mrs H. M. Hodges	Mr & Mrs C. A.
Mr & Mrs Ireland	Stanton & child
2 children	Mr W. V. de Steen
Mr J. M. de Jong	Mrs D. Sullivan
Mr S. G. Kirkland	Mr W. W. Tullis
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Mr T. B. Lewis	Mr A. L. Vargies
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Mrs P. M. Davis	Mrs Mrs H. G. Stower
Mr Gortead	& 3 ch. & nurse
Miss Herberinton	Mr S. C. Upson

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Mr A. T. Boteler	Mr B. J. de H. Moore
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Mr. H. Jordan	

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UNITED KINGDOM & CONTINENT SERVICE.

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"CITY OF MANCHESTER" 5th June ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF TOKIO" 5th June ... Marseilles, London & Hamburg.
"CITY OF MANCHESTER" 17th July ... do.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £92.—2nd Class £67.
"B" Class Steamers ... 1st Class £84.—2nd Class £58.
"C" Class Steamers ... 1st Class £58.

"B" & "C" Class Steamers will take those of the Cargo type which have accommodation for a few passengers but do not carry Passengers or Stowage.

Subject to change without notice.

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

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"OANPA" ... via Suez Canal ... 5th June.
"CITY OF PITTSBURG" ... via Suez Canal ... 10th June.
"KEEMUN" ... via Suez Canal ... 20th June.
"DIOMED" ... via Suez Canal ... 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

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(HONGKONG AND CANTON.) HOLYOAK, MASSEY & CO., LTD., CANTON.M. MESSAGERIES MARITIMES M.
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Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
COROLLIERE	—	—	11th June
ANGERS	—	—	25th June
CHILI	4th May	6th June	9th July
PORTHOS	18th May	19th June	23rd July
ANGKOR	1st June	3rd July	6th Aug.
CHAMBERD	15th June	17th July	20th Aug.

RATES OF PASSAGE—MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... £ 55. 0s. 0d. B CLASS (1st Class) ... £ 50. 0s. 0d.
STEAMERS (2nd) ... £ 68. 0s. 0d. STEAMERS (2nd) ... £ 62. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats)

"C. MAGES" loading for HAVRE, ANTWERP & DUNKIRK, about 2nd half June.
"LT. DE MISESSY" loading for HAVRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.

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2) CONSIGNATION—TRANSIT—REPRESENTATION.

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Saloons and Excellent cuisine

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SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

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HAIHONG ... Capt. W. C. Passmore ... Friday, 8th June, at 1 p.m.
HAIFONG ... Capt. Ellis Walker ... Tuesday, 12th June, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

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General Managers

JAPAN COAL

AND

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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Ship	Tons	From Hongkong (about)	Destination
"SOLDAN"	6,700	5th June, Noon	Singapore, Penang, Colombo, Bombay
"SARDINIA"	6,680	13th June	Marseilles, London & Antwerp
"SEYPORE"	6,518	16th June	Singapore, Penang, Colombo, Bombay
"DEITA"	6,097	17th June	Bombay, Marseilles, London & Antwerp
"SICILIA"	6,813	25th June	Singapore, Penang, Colombo, Bombay
"WATWA"	10,341	11th July	Bombay, Marseilles, London & Antwerp
"KIDDERPORE"	5,334	15th July	Singapore, Colombo & Bombay
"FVYANHA"	6,099	15th July	Marseilles, London & Antwerp
"SOTTAN"	6,686	30th July	Singapore, Penang, Colombo, Bombay
"REIWA"	6,017	31st Aug.	Bombay, Marseilles, London & Antwerp
"KASHMIR"	8,841	28th Aug.	Marseilles, London & Antwerp
"SICILIA"	6,813	28th Aug.	Singapore, Penang, Colombo, Bombay
"MACDONALD"	10,512	7th Sept.	Bombay, Marseilles, London & Antwerp
"DONGOLA"	8,056	21st Sept.	Marseilles, London & Antwerp
"MANTUA"	10,602	5th Oct.	Bombay, Marseilles, London & Antwerp
"KARMALA"	9,098	19th Oct.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,824	14th June	Calcutta via Singapore & Penang
"JAPAN"	6,052	24th June	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July	Manila, Thessalon, Island, Townsville, Fremantle, Sydney & Melbourne.
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Present connections from Australia with the following—
The Union P. & O. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Perth, Melbourne and Sydney via Tasmania Can.

SAILING TO SHANGHAI & JAPAN

"TAKADA"	7,000	5th June, D.L.	Amoy & Yokohama
"ARAFURA"	6,000	12th June	Japan direct
"SICILIA"	6,813	16th June	Shanghai only
"MALWA"	10,941	17th June	Shanghai only

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting on the carrying steamer.
First Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "ROMAN PRINCE" ... on or about 19th June.
S.S. "GAELIC PRINCE" ... on or about 1st July.

For Freight and full particulars apply to—

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"AMUR MARU" ... Thursday, 14th June
RIO DE JANEIRO, SANTO & BUENOS AIRES—via Saigon
Singapore, Colombo, Durban and Capetown—Passenger Service.

"SEATTLE MARU" ... Tuesday, 10th July
BOMBAY—fortnightly service via Singapore and Colombo.
"ALTAI MARU" (calling at Penang) ... Tuesday, 6th June
"ANDES MARU" ... Thursday, 21st June

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service

CALCUTTA—Monthly Service via Singapore and Rangoon.
"HONOLULU MARU" ... Thursday, 7th June
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

"ALABAMA MARU" ... Thursday, 14th June
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAMBURG MARU" ... Saturday, 7th July
JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.
"AKOUN MARU" ... Sunday, 1st July

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"RAJO MARU" ... Every Sunday, Noon.

"AMAKUSA MARU" ... Every Sunday, Noon.
TAKAO via SWATOW & AMOY ... Thursday, 7th June.
"SOBU MARU" ... Thursday, 7th June.

For sailing dates and further particulars please apply to,
K. RHIMA, Manager.
Tel. Central No. 4090.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOY & SHANGHAI	"SZECHUEN"	On 5th June, D.L.
HONGKONG & BANGKOK	"CHENAN"	On 5th June, 10 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 5th June, Noon.
MANILA	"TAMING"	On 5th June, 4 p.m.
SWATOW & AMOY	"KAYING"	On 5th June, 4 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 7th June, Noon.
WEIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On 8th June, Noon.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 9th June, m.
SWATOW, SHANGHAI & PUKEW	"TUCHOW"	On 10th June, Noon.
AMOY & SHANGHAI	"SOOCHOW"	On 12th June, D.L.
SWATOW & BANGKOK	"KIANUSU"	On 12th June, Noon.

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U.S.S. "Munro" ... Due Hongkong 24th June
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SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF
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TO MANILA AND SINGAPORE.

U.S.S. "West Ivan" ... Due Hongkong 12th June
Leave Hongkong 13th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

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